# The Bombay Gazette

No. 11,111 New Series. BOMBAY:—TUESDAY, JULY 8, 1884.


## SHIPPING.

### PENINSULAR AND ORIENTAL COMPANY.

STEAM to ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, PLYMOUTH, LONDON, BRINDISI, VENICE, TRIESTE, AND MARSEILLES.

PROGRAMME OF DEPARTURES.

| Vessel. | Tons | H.P. | Captain. | Tuesday. |
|---|---|---|---|---|
| — Gwalior ..... | 2733 | 500 | P. Harris ..... | 8th July |
| L. Carthage .... | 5013 | 1000 | G. N. Hector .... | 15th ,, |
| M. Malwa ..... | 2959 | 500 | A. C. Loggin..... | 22nd ,, |
| L. Ravenna..... | 3372 | 700 | E. Stewart..... | 29th ,, |
| — Nizam ..... | 2736 | 500 | G. W. Atkinson. | 5th Aug. |
| L. Assam ..... | 3023 | 500 | S. F. Colo ..... | 12th ,, |
| M. Pekin ..... | 3900 | 600 | A. Symons ..... | 19th ,, |

The steame[r]s proceed direct to London via [M]alta. Those proceed direct to London via [M]arseilles, passengers for London change [a]t Brindisi, steamers call at Plymouth. [A]pply at the Company's Dockyard, [t]hree day of sailing to convey

[C]HINA, JAPAN, STRAITS, CHINA, [A]USTRALIA.

| Captains. | On | 1884 |
|---|---|---|
| M. Edmond .. | 11th | July. |
| D. Anderson.. | 25th | ,, |
| Barratt .... | 8th | Aug. |
| Wyatt ..... | 22nd | Aug. |

[I]ssued at greatly reduced rates [a]ll of which apply to

F. D. PARKER,
[S]uperintendent, P. & O. S. N. Company.

### [O]RIENTAL COMPANY.

[V]IÂ BRINDISI ROUTE.

[T]ICKETS from BOMBAY to [M]arseilles, including the Continental [R]ailway journey from Mar[s]eilles to London direct every four weeks [t]hroughout the year, and the voyage to the for[m]er port in 10 days in fair weather ;[t]he Railway journey from Mar[s]eilles to London about 27 hours.

[T]ravellers by the sea route or *viâ* Marseilles, [a]re booked through to London, and [m]ay break their journey at Paris or elsewhere across the Continent :—

Second Class Rs. 370.

[F]ull particulars can be had on application, [o]r will be issued, for particulars of which [a]pply to the undersigned, or on the subject, apply to

F. D. PARKER,
[S]uperintendent, P. and O. S. N. Co.

### [G]ENERALE ITALIANA.

[U]NDER THE PATRONAGE OF H.E. FLORIO RUBATTINO.

[F]ortnightly Regular Mail Steamers [w]ill leave BOMBAY on the 1st of each [m]onth at noon, calling at ADEN [f]or MOCHA, POIT SAID, MESSINA [a]nd MARSEILLES, starting from [M]arseilles every month for BOMBAY.

[F]ares between Italy and Marseilles, Rs. 300, [S]econd, and Third Class respec[t]ively. Infants are allowed free. [C]hildren under ten years, half fare. [L]iberal discount.

[E]xcess baggage will be delivered in [G]ENOA, LARGE, to the extent allowed [b]y the Company.

[A] discount of 5 and 10 per cent. is allowed to [p]assengers booking through three, six, and twelve months [b]efore the date of LANDING.

[T]hrough First Class Steamers will leave [G]enoa as follows :—

| Tons. | H.P. | | |
|---|---|---|---|
| ..... 5000 | 750 ..... | 1st Aug. | |
| ..... 5000 | 850 .... | 1st Sept. | |

[T]he Apollo Bunder between 10 and 11 [A].M., with Passengers and heavy [l]uggage.

[T]ickets available for 17 days, [f]rom Brighton, both from Genoa [a]nd Naples.

[F]or further information and other particulars [a]pply to

[G]. BOZZONI, Agent.
[G]rand Hotel Circle, Bombay, July 1, 1884.

### [S]TEAM DE NAVIGATION.

[M]ONTHLY STEAMERS [F]OR MARSEILLES.

[O]n account of the Monsoon the [n]ew first-class steamer COLOMBO [o]f 3,000 register, 450 horse-power, will [l]eave BOMBAY for MARSEILLES [a]bout the 25th July. She carries a Doctor and [S]tewardess.

[F]OR RATES OF PASSAGE.

[A]pply to Messrs. 500, including wines. [C]hildren under 2, free. Under 10, half fare. [F]rom Marseilles to London are as [f]ollows :—

| | | |
|---|---|---|
| [O]verland)..... | 1st class £ | 7 5 0 |
| ..... | 1st class ,, | 5 18 1 |

[T]he Baggage will be delivered in London [a]s allowed by the passage ticket.

[F]or further particulars apply to

RALLI BROTHERS,
Agents.

### HUNGARIAN

### S. N. Co.

### [S]TEAM TO OF STEAMERS

[F]ROM BRINDISI, AND TRIESTE, [A]USTRIAN CANAL.

| [S]teamers. | Tons. | H.P. | To sail 1884. | |
|---|---|---|---|---|
| [C]ity of Rh ..... | 4,000 | 600 | 29th July. | |
| [C]ity of Vienna .. | 3,500 | 550 | 29th Aug. | |
| [C]ity of Rom ..... | 3,800 | 550 | 29th Sept. | |
| [C]ity of Rh ..... | 4,100 | 600 | 29th Oct. | |
| [C]ity of Vienna .. | 3,500 | 550 | 29th Nov. | |

[A] Surgeon on board of every Steamer.

[P]ASSAGE MONEY.

| | 1st Class. | 2nd Class. | Deck. |
|---|---|---|---|
| [T]o Brindisi .. | Rs. 550 | Rs. 400 | Rs. 130 |
| [R]eturn ticket available for SIX | | | |

[M]ONTHS.

| | 1st Class. | 2nd Class. |
|---|---|---|
| [T]o Brindisi .. | Rs. 800 | Rs. 480 |

[M]eals are supplied at meals. [A]t TRIESTE on the 1st and [1]5th of month.

[A] Doctor will be in attendance at [B]RINDISI if sailing to convey passen[g]ers by Steamer, free of charge.

### [S]TEAM TO , PENANG, SINGA[P]ORE AND HONGKONG.

| [S]teamers. | Tons. | H.P. | To sail. 1884. | |
|---|---|---|---|---|
| [C]ity of Rh ..... | 3,500 | 550 | 28th July. | |
| [C]ity of Vienna .. | 4,100 | 600 | 28th Aug. | |
| [C]ity of Rom ..... | 3,500 | 550 | 28th Sept. | |

[P]assengers should be on board after sunset on the [d]ay of sailing.

[F]or Insurance apply to the General Insurance [A]gency, Bombay.

[F]or further particulars, passage, &c., &c., [a]pply to

[C]. ARINITSCH,
Acting Agent.
[S]ea-street, Bombay, June

### [S]TEAMERS.

[T]he following sailings have [b]een arranged :—

[F]OR CHINA DIRECT.

| | | |
|---|---|---|
| [C]ity of Rh ..... | Comdr. | |
| [C]ity of Vienna .. | Guard ..... | 15th July. |
| [C]ity of Rom ..... | [P]OOL DIRECT. | |
| [C]ity of Rh ..... | Comdr. | |
| [C]ity of Vienna .. | Callister.. | about 25th July. |
| [C]ity of Rom ..... | ly..... . | 5th Aug. |
| [C]ity of Rh ..... | nahon .. | 25th ,, |
| [C]ity of Vienna .. | n..... .. | 5th Sept. |
| [C]ity of Rom ..... | n..... ,, | 15th ,, |

[T]he above steamers at regular [i]ntervals.

[A] qualified Surgeon and [C]ompanion on board at moderate [c]harges.

[A]ccommodation for first-[c]lass 450.

[F]or further particulars apply to

[F]. X. MUIR & Co.,
Agents.

### [P]ASSENGERS.

[P]ASSAGE SECURED by [A]ll other Steamers, and [T]ICKETS ISSUED, in[c]luding Steamer, available [o]n any principal Railway [t]hrough Globe.

[T]RAVELLING ON by ANY ROUTE [g]ratuitous assistance rendered to [P]assengers by their interpreters [a]t Brindisi, Turin, Paris, &c. [T]ime Tables and full particulars [o]n application to

[T]HOMAS COOK & SON,
[G]RAND ROW;
[N]ear Bow House Street.

## SHIPPING.

### THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited)

Intend to despatch Steamers as follows :—

FOR COAST AND CALCUTTA.

S. S. "AGRA," 1,907 tons, on or about WEDNESDAY, 9th July, 1884, calling at such ports as may be arranged. Particulars can be ascertained on application to the undersigned.

FOR KURRACHEE AND PERSIAN GULF.

S. S. "ASSYRIA," 1,495 tons, on MONDAY, 14th July, 1884, at 11 a.m., calling at Kurrachee, Muscat, Jask, Bunder Abbas, Lingah, Gwadur, Bushire, Fao and Busreh, in the foregoing or any order, weather permitting.

FOR ADEN, ZANZIBAR AND MOZAMBIQUE.

S. S. "ABYSSINIA," 1,129 tons, on 14th July, 1884, at noon.

FOR KURRACHEE.

S. S. "BURMAH," 1,080 tons, on WEDNESDAY, 9th July, 1884, at noon.

MACKINNON, MACKENZIE & Co.,
Bombay, 30th June, 1884. Agents.

## NEW ADVERTISEMENTS.

### VETERINARY MEDICINES, &c.

| | Rs. a. |
|---|---|
| TREACHER'S ALTERATIVE Condition Powders per bottle..... | 1 12 |
| Condition Cough, Fever, Cordial, Diuretic, Physic, and other Balls made to order. | |
| TREACHER'S MANGE OINTMENT per bottle..... | 1 8 |
| Clarke's Hoplemuroma. | |
| Clarke's Neurasthenippon skelesterizo. | |
| Cupiss's Constitution Horse Balls. | |
| Ellman's Embrocation for Cattle. | |
| Gencan's Liniment for Horses. | |
| James's Blistering Ointment. | |
| Leeming's Essence for Lameness. | |
| Steven's Iodine Ointment. | |
| Taylor's Condition Balls. | |
| Naldire's Dog Soap. | |
| ,, Worm Powders. | |
| Blaine's Distemper Powders. | |
| Calvert's Carbolic Dog Soap. | |

TREACHER AND CO., Limited,
BOMBAY, BYCULLA, AND POONA.

### MEDICINE CHESTS

OF the best London Manufacture and most approved Patterns, especially made to meet the requirements of the climate. The Chests are *filled* with the best and most appropriate medicines in conformity with the experience of the best medical authorities. Each Chest is accompanied by a Manual, compiled by a Physician of high standing, containing full information respecting the administration of the various remedies.

SOLID LEATHER.

| No. | | | Cash Prices. Rs. a. |
|---|---|---|---|
| No. 1 containing | 2 | | |
| ,, | 3 | ,, | |
| ,, | 4 | ,, | |
| ,, | 5 | ,, | |
| | 9 | White Stoppered Bottles. | 9½ by 5½ by 2½ inches. 27 0 |
| | 10 | | 10½ by 6½ by 2½ ,, .. 32 0 |
| | 15 | | 7½ by 5½ by 4½ ,, .. 38 0 |
| | 19 | | 10½ by 6 by 4½ ,, .. 50 0 |
| | | | 12 by 7 by 5½ ,, .. 65 0 |

MAHOGANY.

| No. | | | Rs. a. |
|---|---|---|---|
| No. 6 containing | 16 | | 8½ by 7½ by 6½ inches. 55 0 |
| ,, 7 ,, | 20 | | 9½ by 8½ by 6½ ,, .. 68 0 |
| ,, 8 ,, | 20 | White Stoppered Bottles. | 9½ by 9 by 6½ ,, .. 75 0 |
| ,, 9 ,, | 26 | | 12½ by 8½ by 6½ ,, .. 95 0 |
| ,, 10 ,, | 14 | | 9½ by 6½ by 5½ ,, .. 80 0 |
| ,, 11 ,, | 19 | | 12½ by 8 by 5½ ,, .. 75 0 |
| ,, 12 ,, | 21 | | 12 by 8 by 6½ ,, .. 80 0 |
| ,, 13 ,, | 23 | | 9 by 7½ by 11 ,, .. 90 0 |
| ,, 14 ,, | 27 | | 14½ by 12½ by 8 ,, .. 120 0 |

DEAL GRAINED OAK.

| No. | | | Rs. a. |
|---|---|---|---|
| No. 15 containing | 64 | Green Stoppered Bottles. | 16½ by 12½ by 10½ inches. 100 0 |
| ,, 16 ,, | 34 | | 18½ by 10 by 11 ,, .. 90 0 |

POLISHED OAK.

| No. | | | Rs. a. |
|---|---|---|---|
| No. 17 containing | 26 | Green Stoppered Bottles. | 12½ by 8 by 9½ inches. 70 0 |
| ,, 18 ,, | 21 | | 13 by 10 by 9 ,, .. 65 0 |
| ,, 19 ,, | 21 | | 12½ by 9½ by 7 ,, .. 54 0 |

JAPANNED TIN.

| No. | | | Rs. a. |
|---|---|---|---|
| No. 20 containing | 9 | White Stoppered Bottles. | 10½ by 6½ by 2½ inches. 36 0 |

TREACHER AND CO., Limited,
BOMBAY, BYCULLA, AND POONA.

### TO INDIAN MILL-OWNERS.

FURNISH YOUR WEAVING SHEDS THROUGHOUT WITH MESSRS. H. LIVESEY'S LOOMS WHICH ARE NOW SO WIDELY KNOWN. The firm is under contract now to supply Messrs. G. and R. Dewhurst, the eminent manufacturers of shirtings, who have mills at Preston, Bamberbridge and Higher Walton, with 600 looms for one of their Weaving Sheds which is now been fitted with new machinery. Messrs. H. Livesey have also received an order for 800 looms from Messrs. Swanson Berby of Preston. We further continue to supply our Indian constituents with looms specially adapted for his country.

H. LIVESEY, LIMITED, Iackburn, Lancashire.

### COMMISSARIAT.

SEALED TENDERS will be received in July and August next, at 11-30 a.m., at the Executive Commissariat Office, Bombay, and at noon at the other Executive Commissariat Offices noted below, and on the dates fixed against each, for Contracts as specified for the calendar year 1885, when they will be opened and the rates read in the presence of such of the Tenderers as may attend.

| | | |
|---|---|---|
| Poona ..... | Hay under schedule No. 1. | Tenders to be received on 14th July, 1884. |
| Bombay ..... | | |
| Deolali ..... | | |
| Ahmednugar ..... | | |
| Mhow ..... | | |
| Asirghur ..... | | |
| Nusirabad ..... | | |
| Neemach ..... | | |
| Kurachi ..... | Hay under schedule No. 1. | 1st August, 1884. |
| Deesa ..... | | |
| Deesa for Abu Road Station and Abu. | | |
| Belgaum ..... | | |
| Ahmedabad ..... | | |
| Baroda ..... | | |

Forms of Tenders and Schedules with further particulars can be had on application at the above Offices.

No Tenders will be received or attended to unless accompanied by the necessary earnest money in Treasury receipt, viz., 2½ per cent. on the estimated value of the Contract.

No earnest money in cash will be received.

Further security deposit on acceptance of the Tender must be furnished in cash or Government Loan papers to the extent of 10 per cent. calculated on the value of the probable quantity of supplies to be delivered.

In the event of earnest money being deposited in the Treasury and a Tender not being submitted, the earnest money will be forfeited to Government.

E. OSTREHAN, Lieut.-Colonel,
For Acting Commissary-General.
Commissary-General's Office, Bombay, 10th June, 1884

THACKER AND CO., Ld.,
BOMBAY,
Engravers, Die Sinkers, Relief Stampers, Copper-Plate Printers.

DIE SINKING.

| | Rs. a. |
|---|---|
| MONOGRAM DIES, 2 letters engraved, from..... | 7 0 |
| DITTO 3 or 4 letters, from..... | 8 0 |
| CREST DIES engraved, from..... | 9 0 |
| CREST AND MOTTO DIES engraved, from..... | 10 0 |

REGIMENTAL DIES.

Any Regimental Die not in stock will be engraved free of charge on receipt of stamping order for value Rs. 20, the die being the property of this Company.

RELIEF STAMPING.

| | |
|---|---|
| Stamping 5 quires note paper and 100 envelopes from die, in plain relief..... | 1 0 |
| Ditto ditto ditto in any colour..... | 2 8 |
| Ditto ditto in gold, silver or bronze..... | 5 0 |

COPPER PLATE ENGRAVING.

| | |
|---|---|
| Gentleman's Card Plate engraved, 1 line..... | 1 8 |
| Lady's ditto ditto ditto..... | 3 0 |
| Engraving per line extra..... | 1 0 |
| Gentleman's or Lady's Card Plates engraved in old English style, extra..... | 1 0 |
| Invitation Card Plates engraved, from..... | 5 0 |

COPPER PLATE PRINTING.

| | |
|---|---|
| Gentleman's Best Thin Ivory Cards printed from plate per 100..... | 1 0 |
| Lady's ditto ditto..... | 2 0 |
| Gentleman's Best Thick Ivory Cards, round corners ditto..... | 1 12 |
| Lady's ditto ditto ditto..... | 2 4 |
| Invitation Cards printed from plate, from..... | 5 0 |

Every description of Office, Commercial and Private Seals, Stamps, &c., engraved.

RUBBER SEALS made to order.

THACKER AND CO., LD., BOMBAY,
Booksellers, Publishers, Stationers, &c.

## OLD IRISH WHISKY.

THE immense success which has attended the introduction of their unrivalled blend of SCOTCH WHISKY (Old Glenlivet) has induced TREACHER & Co to apply their long and practical knowledge of this branch of the Company's business to the production of a blend of the finest IRISH WHISKY, which would meet with the approval of consumers of the article.

After lengthened experiments with the finest matured spirits from the best known Distilleries in Ireland, the management have succeeded in producing a blend which they confidently assert to be unequalled by any other offering in India.

It is a well known fact that a large portion of the Whisky offered as Irish is known to the trade as "silent spirit," which is commonly distilled from refuse, such as spoiled grain, rotten potatoes, and other abominations.

TREACHER and Co. guarantee that this blend is made from pure malt spirit only distilled from the finest grain or malt ; is pure, mild, and agreeable, and entirely free from essential oils and other impurities.

Per 1 dozen case, cash, Rs. 22-8.

## TREACHER & COMPANY, Ld.,
### BOMBAY, BYCULLA AND POONA.

HIGHEST AWARD, CALCUTTA INTERNATIONAL EXHIBITION.
GOLD MEDAL & FIRST CLASS CERTIFICATE.

## FAVRE-LEUBA & CO.,
### WATCHMAKERS, JEWELLERS, OPTICIANS.
### BOMBAY AND CALCUTTA.

THE
CAMPAIGN KEYLESS LEVER WATCHES,
BY FAVRE-LEUBA & CO.,

ARE unquestionably the best of the kind imported in India, and can be safely recommended as TRULY TRUSTWORTHY AND DURABLE Timekeepers.

These Watches are built on the soundest scientific principles, and expense has been spared there only where it does not interfere with the working qualities of the watch, such, for instance, as by substituting a german-silver case for a silver one, and by setting aside all useless ornamentation.

These Watches are of medium size in a silver-like white metal case, which will [not] change its colour by wear ; the works are keyless and protected inside by a [dust] excluding unnecessary to open the watch for winding or setting the [hands]. The glass dome. It being keyless, the covers are made to shut very tight, so that the [hands], the same being [illegible] hatch is fully dust-proof. [illegible] with ordinary care and cleaned once every [two] years, will give a 15 years' good service.

These Watches, we daresay, it [illegible] two or three years, will be replenished by weekly arrivals :—

They are in stock as described below, and [illegible] ..... Rs. 25
In open Crysta face case ..... ,, 30
In Hunting ..... ,, 35
In Semi-hunting ..... ,, 35
In Open face guaranteed water-tight case ..... [illegible] Guarantee 2 years.

Packing free. *Sent Post-free to any station in India.* [illegible]

CAUTION.—Watches of inferior quality having recently been brought into the market from various quarter under similar names, we beg to inform the public that we engrave or stamp our name on our Watches.

## THE CASH BAZAAR, LIMITED,
### BOMBAY AND POONA.

NEW GOODS ! NEW GOODS !! NEW GOODS !!!
THE ECLIPSE
NEW FRENCH CAMBRIC
In all the Newest Colours from As. 8 per yard.
THE NEW DUCHESS DRESS SATEEN
Equal in finish to the finest
French Satins from R. 1-2 per yard.
SUPERIOR FRENCH
GALATEAS
From As. 14 per yard.
THE NEW IMPROVED
RIDING STAYS.
From Rs. 2-14.

## THE CASH BAZAAR, LIMITED,
CHURCH-GATE-STREET AND ESPLANADE-ROAD,
### BOMBAY.
EAST-STREET : POONA.

## NEW MUSIC.

Price Re. 1-8 each. Postage As. 2

### SONGS.

| | |
|---|---|
| Reaper and the Flowers | Cowen. |
| Roll of the Drum | Molloy. |
| Bebee | Molloy. |
| Reigh of the Roses | Howthian. |
| One Smile, one Word | Pinsuti. |
| Swinging | Hartog. |
| Never to Know | Marzials. |
| Maiden and the Weathercock | Austin. |
| Carrier John | Pinsuti. |
| Devout Lover | White. |
| When passions trance | White. |
| Later on | Bucalossi. |
| Voices of the woods | Rubenstein. |
| Loved once, loved ever | Molloy. |
| Ask nothing more | Marzial. |
| Phantom ship | Diehl. |
| Owl | Adams. |
| After | Badington. |
| Unlinked | Watson. |
| Queen of the Earth | Pinsuti. |
| Dream of Peace | Pinsuti. |
| Last Dream | Cowen. |
| My heart and I | Caracciolo. |
| I always meet you in my dreams | Caracciolo. |
| Sailing | Marks. |
| Lassie | Bonheur. |
| Laddie | Pinsuti. |
| This is my dream | Welling. |
| Old Pilot | Hatton. |
| Gift of love | Hutchinson. |
| Loved and saved | Watson. |
| Making Hay | Moir. |

### WALTZES.

| | |
|---|---|
| Naples | Clemente. |
| Celestine | Gardner. |
| Voulez Vous | Tenney. |
| Going to Market | Godfrey. |
| Siesta | Dalafon. |
| Estudiantina | Waldteufel. |
| In the Twilight | Coote. |
| Beaux Yeux | Kappey. |
| Nell Gwynne | Liddell. |
| Princess Ida | Sullivan. |
| Rhine Fay | D'Albert. |
| Fontainableau | Duke of Albany. |
| In the Moonlight | Crowe. |
| Noisette | Andrew. |

### OPERAS.

"IOLANTHE," A. SULLIVAN.

| | Rs. a. |
|---|---|
| Vocal Score | 3 12 |
| Pianoforte Solo | 2 4 |

"NELL GWYNNE," R. PLANQUETTE.

| | Rs. a. |
|---|---|
| Vocal Score | 3 12 |
| Pianoforte Solo | 2 4 |

"MELITA," OR, "THE PARSEE DAUGHTER," PONTET, COMPLETE. Rs. a.
Vocal Score (as performed at the Gaiety Theatre). 4 8

"RIP VAN WINKLE," R. PLANQUETTE.

| | Rs. a. |
|---|---|
| Vocal Score | 3 12 |
| Pianoforte Solo | 2 4 |

"PRINCESS IDA," A. SULLIVAN.

| | Rs. a. |
|---|---|
| Vocal Score | 3 12 |
| Pianoforte Solo | 2 4 |

SEND FOR OUR NEW CATALOGUE OF MUSIC, POST-FREE.

**S. ROSE & CO.** 21, ESPLANADE-ROAD, BOMBAY.

CALCUTTA INTERNATIONAL EXHIBITION,
### 3 PRIZE MEDALS AND 3 DIPLOMAS
WERE AWARDED TO
## MESSRS. C. MARCKS & CO.,

For the EXCELLENCE of their Watches and Clocks, as well as for the SUPERIORITY and FINISH of their Jewellery of all kinds, especially Finger-rings, both set with choice gems and plain, and Watch-chains manufactured at their BOMBAY HOUSE.

MESSRS. C. MARCKS and Co. beg to intimate the return of the above exhibits from Calcutta, comprising an immense variety of HIGH-CLASS WATCHES and costly and artistic Jewellery, and which, together with their home stock, forms one of the LARGEST and MOST VARIED DISPLAYS EVER EXHIBITED FOR SALE IN INDIA.

Their Goods have been appreciated by all who have favoured them with Orders, as attested not only by the MEDALS AND FIRST-CLASS CERTIFICATES AWARDED TO THEM AT THE DELHI AND THE CALCUTTA EXHIBITIONS, but as more practically confirmed by the YEARLY INCREASING DEMAND and patronage for which they have to thank their numerous customers.

EARLY INSPECTION SOLICITED.

43 ESPLANADE-ROAD C. MARCKS & CO.
BOMBAY.

## THE ROYAL CHAMPAGNE,

as might have been expected.

OBTAINED
THE GOLD MEDAL AND HIGHEST HONOURS.
PATRONS :
H. M. The Queen and The Heir-Apparent.
A Royal Charter consequently bestowed on the Shippers.
Price per doz. quarts Rs. 58, pints per 2 doz. Rs. 61.
Discount for cash 15 per cent.

CUTLER PALMER & CO.,
SOLE AGENTS FOR WACHTER'S "ROYAL CHARTER."

## GEO. GAHAGAN & CO.,
### ENGINEERS, IRON & BRASS FOUNDERS
### IRON-MONGERS ADN TIMBER-MERCHNTS.

WE are now prepared to undertake Brass as well as plain and ornamental Iron Castings. Estimates furnished on application.

Agents for J. and H. Gwynne's Celebrated Invincible Centrifugal Pumps, sizes on hand 4, 6, 7 a[nd] 18 inch, prices reduced.

Sole Agents for Geo. Lucas and Co's Fire-proof Safes with Chubb's locks, several sizes on hand.

Imports.—With the aid of a good code we can obtain supplies not in stock through our London Agents at short notice.

LONDON REPRESENTATIVES..... GEO. ALLAN & Co., 10, Austin Friars.
OFFICE AND WORKS ..... MODY BAY, near the Ice Factory.

GEO. GAHAGAN & CO.

### NOTICES.

ALFRED D. SAUNDERS,
Late of Church Lane, Bombay.
East India Agent,
65, Fenchurch street, London, E.C.

MR. SAUNDERS has taken offices as above and is prepared to execute Commissions from India.

Officers' Pay and Pensions realized.
Passages booked and baggage shipped.
Family Remittances received and disbursed.
Every description of Personal Agency Transacted.

COWASJEE SORABJEE POCHEE, who has had 20 years' experience and practical knowledge in the Bombay Gas Co., of all the branches of gas fittings, plumbers, tinsmiths, &c., begs to inform the public that he has opened his place of business at Carnac-road, late Esplanade Cross-road, where he hopes the public will favour him with order for gas fittings and repairs in all its branches. He also solicits a trial of his plumber tinsmiths branch where the work is done with all the late improvements and neatness guaranting at the same time workmanship of the best sort, under moderate and reasonable charges.

FOR SALE.

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Quarts in casks of 4 dozen and pints 7 dozen.

This brew obtained the highest honour, awarded at the late Calcutta International Exhibition.

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Apply, Godownkeeper.
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ROOFING TILES of different patterns including INDIAN or MANGALORE, IMPROVED FRENCH, &c., also RIDGES, FLOORING, GARDEN EDGINGS, of high finish and best manufacture by the Bombay Tile Company, Limited, are always in Stock at their Steam Factory at Worlee, and can be had at moderate prices. Periodical contracts entered into with Railway Companies, Municipalities, and Executive Departments in and out of Town at fixed rates. Contracts for Tiling Roofs complete undertaken. Up-country orders promptly executed. For samples and other particulars apply to the GENERAL MANAGERS, at the Factory, Worlee, or to

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17, Church-gate-street, Fort, Bombay.

NOTICE TO CONTRACTORS.

THE Municipal Commissioner for the City of Bombay hereby invites TENDERS for the RAISING of the DAMS and WASTE-WEIR of the TULSI LAKE.

Drawings can be seen at the office the undersigned, where copies of the conditions of contract with the specification and bills of quantities may also be obtained on payment of rupees five per set.

Tenders should be sealed and submitted to the Municipal Commissioner on or before 2 o'clock p.m. on the 1st August, 1884.

By order of the Municipal Commissioner.
C. B. BRAHAM, M. Inst. C.E.,
Deputy Executive Engineer.
Dy. Exe. Engr.'s Office, Bombay Muncpy., 30th June, 1884.

BANK OF BOMBAY.

HEAD OFFICE :—BOMBAY.

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| INDORE, | POONA, |

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By Order of the Board of Directors,
W. FRASER,
Secretary and Treasurer.

### NOTICES.

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Agents to W. H. HARTON & Co., Calcutta.
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A single trial will convince that such an establishment is
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WATCHMAKERS, JEWELLERS, etc.
No. 17, Hummum-street, Fort,
BOMBAY.

SCOTT & Co., M.R.C.V.S.,
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HORSE EXAMINATION CERTIFICATES Rs. 10 ; Examination and Verbal Opinion, Rs. 5 Horses standing at livery on Commission sale, Rs. 35 per month, including horse-keeper. Commission on Horses bought and sold Rs. 17. Up-country commissions towards buying and selling of horses will meet our best attention. Horses broken to single and double harness, in the yard (single Rs. 15, double Rs. 30.) The Horse Shoeing Forge under the management of a thoroughly practical English Farrier and every class of shoeing done.

NOTES
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TODAR MAL.
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| ELECTRIC MACHINES, for 10 Incandescent Lamps | | | |
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## NEW ADVERTISEMENTS.

CONSIGNEES of CARGO per s. s. St. MUNGO, from Middlesbrough, are hereby requested to present their BILLS of LADING with DELIVERY ORDERS for my Countersignature at Messrs. CURSETJEE and EDULJEE DUBASHE'S office, and to take delivery of their respective goods from the Prince's Dock.

J. B. THOMSON,
Master, s.s. St. Mungo.

COMMISSARIAT NOTICE.

NOTICE is hereby given that the DATE for receipt of TENDERS for the SUPPLY of PRINTED FORMS, viz., 4th July, as per notice dated 17th June, 1884, has been POSTPONED to 30TH JULY, 1884.

E. OSTREHAN, Lieut. Colonel,
For Acting Commissary General.
Commissary General's Office, Bombay, 30th June, 1884.

NOTICE.

WANTED, from the 1st August, 1884, a FIRST CLASS ENGINEER to put up a pair of compound Engine together with rope gearing for a Spinning Mill. Pay Rs. 300.

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NOTICE is hereby given that SORARJEE CAWASJEE MISTRY, of Bombay, Parsee inhabitant, has contracted to SELL and CONVEY into HAJEE CASSUM JOOSUB, of Bombay, Memon, Mahomedan inhabitant, the landed property hereunder described. All persons therefore interested in or claiming any right, title, share or interest in the said property by way of mortgage, inheritance, gift or on any account or in any other way whatsoever are hereby called upon to make the same known in writing to the Collector of Land Revenue of Bombay, within 14 days from this date, failing which the sale will be completed and all such claims shall be treated as waived and abandoned.

DESCRIPTION OF THE PROPERTY.

All that piece or parcel of land or ground, containing by admeasurement 2,165 square yards or thereabouts, registered in the books of the Collector of Land Revenue under Collector's old Nos. 179, 180, 181, new No. 1149, old Survey No. 202, new Survey No. 3485, with the messuages, tenements, dwelling houses, bungalows, a chawl or range of buildings and premises standing thereon, formerly assessed by the Bombay Municipality under Nos. 5 and 5 A, and now assessed under Nos. 5 and 6, situate at Naughur in Mazagon, near the Peninsular and Oriental Steam Navigation Company's Dockyard, in the registration sub-district of Mandvee, outside the Fort, in the Island of Bombay, and bounded on the north partly by the property formerly of Jewraj Baloo and now of Hormusjee Motabhai Broker and partly formerly by the sea and now by Government vacant land, on the south partly by the property formerly of Surra Dadoo, Ragoo Jaovaji and Bhasker Dhackjee and now of Cooleo Mungul Ragoo, Bomanjee Kulfatee and Cooleo Madhoo Goolal and partly by Government vacant land, on the east formerly by sea and now by Government vacant land, and on the west by Coppersmith's-street.

Bombay, 7th July, 1884.

NOW READY.

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Published once a week at the *Bombay Gazette* Office, on the departure of the Overland Mail for Europe.

The Bombay Price Current contains—
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A[illegible]X AND INFALLIBLE REMEDY FOR MANGE AND OTHER SKIN DISEASES IN HORSES, DOGS, CATTLE, &c.
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We have permission to publish the following testimonial lately received from an eminent Physician:—

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A Small Cigar suitable for
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Fine flavour and superior finish.
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The Water is subjected to a most perfect system of filtration before use, ensuring their purity and healthfulness.

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## SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows:—No. exceeding 2 lines Re. 1 each succeeding line, As. 8. No trade advertisements are admitted under this scale.

SINGER'S SEWING MACHINES are the steadiest, and quietest, most beautifully decorated, and can sew the strongest stitch on any material. For Cash or on Hire.—The Singer Manufacturing Company, 5, Church-gate-street, Bombay.

CHAMPAGNE.—HEIDSIECK'S DRY MONOPOLE, Rs. 55 and 29 per doz. bottles and half bottles.—BARTON & Co., Limited, Church-gate-street.

PERSIAN SELF READER, just published on Hamiltonian system, annas 3½. Manager, Persian Teacher, Bombay, S.E.

WANTED, a thoroughly competent Spinner. Apply with copies of testimonials to Thackersey Mooljee, No. 12, Hummum-street, Fort.

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TWO or three gentlemen can have Board and Lodging with a private family residing in the Fort. Terms Rs. 60 per mensem. Apply X., care of this paper.

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FLOAT INKSTAND.—A novelty of its kind, protects the pen, saves wastage of ink, and is very elegant in appearance. Re 1-8.—STEWARD & Co., 2, Church-gate-street, Fort.

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CEMENT.—White Brother's celebrated best Portland, In casks 375 lbs. net.—EWART, LATHAM & Co.

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FOR SALE, a high wheel strong Dog-cart and fast trotting sound Arab Horse, 14 hands. Apply to A., *Bombay Gazette* office.

NEW GOODS just landed per Overland Mail for rainy season, selling at cheap cash prices, at T. A. LACKA & Co.'s, Hummum-street.

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NEW TWEEDS, NEW ANGOLAS, cheap suits. Samples post free.—JOHN MAHOMED & Co., 16, Meadow-street, Bombay.

GALVANIZED CORRUGATED IRON SHEETS, just arrived, 18, 20, 22 and 24 gauge, 6, 7, and 8 feet by 32 inches wide. Richardson & Cruddas, Bombay Metal Mart.

H. T. CRESWELL and Co., Gibraltar, have sent a shipment of their finest Sherries to Phipson and Co., 15, Forbes-street. Prices and samples on application.

IMPROVED Ivorine Billiard Balls, equal to real Ivory ones in elasticity, sound, weights, etc. Sole appointed Agents for India, JOHN ROBERTS & Co., Bombay.

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ARRIVED MUSICAL BOXES with English tunes Automatic Figures, Chinese Dancing Girls, Bells and Drum. Rs. 60 to 400. L. STEFFENAUER, Church-gate street.

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WATCHES, CHRONOMETERS, etc., REPAIRED with perfect satisfaction and guarantee.—KANNY & Co., Watchmakers and Jewellers, 17, Hummum-street, Bombay.

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## SALES BY AUCTION.

MENESSE AND COMPANY.

AUCTION SALE OF CRACKERS.

TO-MORROW, WEDNESDAY, the 9th inst., at 2 p.m., Messrs. MENESSE & Co. will sell by Public Auction at the Prince's Dock on account of the underwriters—

ex s.s. Khiva.

A S—A R H E—110 cases damaged crackers.

AUCTION SALE OF SLEEPERS AND BUOYS.

TO-MORROW, WEDNESDAY, the 9th inst., at 3 p.m., Messrs. MENESSE & Co. will sell by Public Auction at Carnac Bunder, behind the iron Jutha near the old B. B. and C. I. Railway goods siding, on account of the concerned—

149 teakwood sleepers.
2 new buoys.

On THURSDAY, the 10th instant, Messrs. MENESSE & Co. will hold their usual weekly Auction Sale at their rooms, of a quantity of grey, colored and white piece-goods, twist, &c., &c.

4 cases white muils.
5 bales grey shirtings.
2 ,, T. cloth.
5 ,, drills.
2 cases white longcloth.
8 cases T. red prints, 40 yards.
5 casks black ink.
4 ,, blacking.

On account of the concerned—
3 bales local made yarn, No. 20.
22 cases matches of different kinds.
1 case green cheese.
15 cases lager beer, in quarts and pints.
30 ,, brandy.
10 ,, fancy toilet soap.
10 crates sodawater bottles.
A few german-silver sheets.
A few bundles german-silver wire.
2 cases gold and silver lace.
1 case gold thread.

AUCTION SALE of Perfumery by the celebrated makers, Price and Co., of London, just arrived, consisting of brown, honey, carbolic acid, juniper tar, almond and glycerine and transparent soaps, violet and millifleure powder, lime juice cordial in pints and quarts, lime juice and glycerine, cod-liver oil, sarsaparilla, bear's grease, marrow, macassar and hair oils, balm of columbia, tooth powder, &c, &c.

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On THURSDAY, the 10th inst., at 3 p.m., Messrs. MENESSE & Co. will sell by Public Auction at their rooms, on account of whom it may concern—

500 boxes Keeling's three crown pale bar soap.
In lots to suit the requirements of purchasers.

MENESSE & CO.
Bombay, 8th July, 1884.

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IT is a purely and carefully prepared VEGETABLE COMPOUND.

And a complete mitigator of Pain,
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has no equal

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DYSENTERY,
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Or any sort of Bowel Complaint, it stands alone for efficiency and rapidity of action.

Full Directions accompany each bottle.
Retailed by chemists all over the world.
Beware of Imitations exposed for sale in the Indian Bazars.

GENERAL AGENT AT OMBAY
ESUFALLY HIPTOOLA,
No. 9, Pir Market near Jumma Musjid.

FLIES AND BUGS.

LEETLES, insects, roaches, ants, bed-bugs, rats, mice lophers, chipmunks, cleared out by "Rough on Rats," sa. 6, p. i. B S. Madon & Co., Bombay, General Agenct.

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Have always on hand a good assortment of

"TOILET REQUISITES,"

comprising:

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| SOAPS, | PERFUMES, | POMADES, |
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| TOOTH BRUSHES, | RAZORS, | NAIL BRUSHES, |
| BATH GLOVES, | STROPS, | CLOTHES BRUSHES |

And other articles too numerous to detail.

THOMSON AND TAYLOR,
CHEMISTS AND MANUFACTURERS OF AERATED WATERS,
5, RAMPART-ROW, BOMBAY.

## NOTICES.

P. GRANT AND SON,
MANUFACTURERS OF
SADDLERY AND HARNESS
OF EVERY DESCRIPTION,
6, HORNBY-ROAD, BOMBAY.

THE MUIR MILLS COMPANY, LIMITED, CAWNPORE.

MILITARY DRILLS,
WHITE DRILLS FOR THE CLOTHING OF EUROPEAN TROOPS.

KHAKI DRILLS, yarn or piece dyed, in approved shades for native Troops. Samples and patterns on application to the Managing Director or to the Company's Agents, Messrs. W. WATSON and Co., Apollo-street, Bombay.

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The descriptions of Goods are supplied at Co-operative Store prices for Cash by

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FOR SALE, MESSRS. CURTIS'S and HARVEY'S GUN-POWDER, &c.

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| Loose Blastin Powder in kegs of 25 lbs. per kegs. | | | |
| Do. | F | do. | do. |
| Do. | FF | do. | do. |
| Do. | FFF | do. | do. |
| Do. | FG | do. | do. |
| lb. tins | | cases of 25 lbs. | per doz. bl. |
| Do. | FF | do. | do. |
| Do. | FFF | do. | do. |
| Do. | FFFF | do. | do. |
| Do. | A W I American | do. | do. |
| Do. | U S Rifle | do. | do. |
| Do. | No. 6 Cannister | do. | per case. |

HEPTOOLA SHAIK ADUM & Co.,
Apollo Street, May 12, 1881. Agents.

## ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "BOMBAY GAZETTE," Press having leased from the *GREAT INDIAN PENINSULA RAILWAY COMPANY* and the *BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY* the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices of Advertisement on the lines.

The announcements may be in English or in any of the Native Languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every one in the United Kingdom.

INSURANCE COMPANIES, SHIPPING COMPANIES HOTEL KEEPERS, MERCHANTS, TRADERS and others who wish to force their business on the notice of the public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, Native Merchants, Traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcements at Railway Stations an infallible means of extending their business.

And as nearly ALL TRAVELLERS ARRIVING IN INDIA NOW LAND AT BOMBAY and proceed by the G. I. P. or B. B. and C. I. Railways to their destinations, Placards exhibited at the different stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers business to the notice of the public.

Advertisers can select the stations, on either line at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the public.

Placards, according to the taste of Advertiser may be printed at moderate charges in English or any of the Native languages at the "BOMBAY GAZETTE" Press. Estimates on application.

RATES.

Boards not exceeding 2 feet long and 2 feet broad Rs. 2 per month. For every additional square foot annas 8.

Thus a firm exhibiting a board, say 4 feet square will have the advantage of having his business Advertisement read by thousands of passengers on one station platform for the trifling monthly expenditure of Rs. 2. Parties advertising on six stations or more will be allowed a discount of ten per cent.; on twelve stations or more twenty-five per cent.

The boards to be delivered at the "BOMBAY GAZETTE" OFFICE, whence they will be sent by the Lessee to the various stations selected by the Advertiser. In the event of the contract terminating, the boards will be brought back to Bombay at the expense and risk of the Advertiser.

Special arrangements for long periods.

For further particulars apply to THE MANAGER, "BOMBAY GAZETTE" OFFICE, Rampart Row Fort.

STATIONS ON THE G. I. P. R. LINE.

| | | | |
|---|---|---|---|
| Bombay, | Bhadli | Chindwara | Parus |
| B. Bunder. | Bhosawul Junction*† | Satari | Dapki |
| Mus'id ,, | Sowda | Shapura | Akola |
| Byculla | Chinchpoogly | Mirgani (for Marble Rocks) | Boregaum |
| Parel Station | Raver | Nagpoor | Katipurna |
| Dadur | Khanapur | Hula Gate | Moortizapoor |
| Sion | Burhanpur | Budlapoor | Mohona |
| Coorla | Chandnee | Wangni | Koorun |
| Ghat-Cooper | Mandwa | Narol | Budnaira* |
| Bhandoop | Dongergaum | Chinchowli | Malker |
| Tannah* | Bagmar | Kurjut*† | Chandoor |
| Deewa | Khundwa*† | Pedasdari | Damergaun |
| Kalyan Junction*† | Jawar | Khandalla | Poolgaum |
| Titwalla | Beerh | Lanowlee* | Dygaun |
| Khadawali | Singaji | Karli | Wurdah† |
| Wassind | Harsud | Kurkulla | Powanar |
| Shapoor | Kirkeam | Tulligaun | Sindee |
| Algaum | Bheringee | Salaivadi | Boree |
| Khurdee | Hurda* | Chinchwud | Kapri |
| Kussarah* | Timoornee | Kirkee | Saigaon |
| Egutpoorah* | Pagdhal | Poona*†¶ | Jehwoor |
| Ghotee | Sewnee | Loonee | Keim |
| Bailgaum | Dharam | Gorooloe | Barsee Road |
| Decolalee B. Siding | Khundi | Mohol | Marheh |
| Nassick Rd* | Dularia | Kheirgaum | Unger |
| Khairwadee | Etarsee for Hoshenga'ad | Patus | Mohol |
| Niphar | Bagra | Dhondi | Packney ‡ |
| Lassulgaum | Semri | Borebail | Sholapur* |
| Munmar | Sohagpore*¶ | Decksal and Bheegwan | Goodoor |
| Nandgaum* | Paparia (for Pachmari) | Kartruz | Goolburga |
| Naidongree | Bankeri | Poomuiwaree | Shahabad*†‡ |
| Chaulagaum | Babai | Warrengaum | Wadi |
| Kuigaum | Gadawara | Nargaum | Nulwar |
| Galna | Bohanee | Khankeer | Yedagherry |
| Pachora | Kurelli (for Saugor) | Mulkapoor | Gulapore |
| Myjee | Nursingpore | Bilswa Bridge | Road |
| Mussawud | Kuruk Bail | Nandoora | Kistna |
| Biawlee | Julgaum | Jullum† | Chicksagor |
| Julgaum | | Sheagaum*. | Raichore*† |

STATIONS ON THE B. B. & C. I. R. LINE.

| | | | |
|---|---|---|---|
| Colaba | Boisur | Keem | Th asra |
| Church Gate Street | Wangaum | Palonee | Pali |
| Marine Line | Danoo Road | Unclesur | Byrehavi |
| Churney Rd | Goolwood | Broach* | Nariad [bad |
| Grant Road | Wewjee | Chumargaum | Mehmooda- |
| Mahaluxmee | Sunjan | Pallej | Bars†roe |
| Parell | Bheelar | Meagaum | Ahmedabad† |
| Dadar | Damaun Rd. | Kurwan | Saburmutte |
| Mahim | Oodwara | Mundala | Ambli Road |
| Bandora | Pardee | Dubhoe | Sanund |
| Andaree | Bulsar | Bhadurpore | Charolee |
| Goregaum | Dongree | Ekola | Jackwara |
| Berewlee | Becleemora | Baroda* | Veerumgaum |
| (Dyeur) | Umalsar | Bajwa | Jhond |
| Bhyndar | Nowsaree | Wasud | Paree |
| Bassein Road | Murolee | Nowley | Kharraghora |
| Veraur | Sucheen | Anand | Sabli Road |
| Sopalla | Surat*¶ | Bhatli | Lillapore Rd |
| Palghur | Amrolee | Oomret | Luctoran |
| | Sion | Dakor | Wadwan |

*Refreshment Rooms. † Junction for Lines
‡ From 15 to 30 minutes for Refreshments.
¶ 10 minutes for Dinner ¶¶ 40 minute for Dinn

MOTHER SWAN'S WORM SYRUP.

INFALLIBLE, tasteless, harmless cathartic; for fever ishness, restlessness, worms, constipation. As. 10. B.S. Madon & Co. Bombay General Agents for India.

## BANKS

COMPTOIR D'ESCOMPTE DE PARIS.

HEAD OFFICE—PARIS.
SUBSCRIBED and PAID-UP CAPITAL ..... £3,200,000
RESERVE FUND ..... £800,000

LONDON BANKERS
BANK OF ENGLAND,
UNION BANK OF LONDON,
Messrs. C J. HAMBRO & SON.

LONDON OFFICE—52, THREADNEEDLE STREET E. C.

CURRENT ACCOUNTS are kept, but no interest allowed.
DEPOSIT ACCOUNTS are opened for fixed periods at rates to be obtained on application. No deposits received for less than thirty days.
LETTERS OF CREDIT payable at any of the chief commercial towns and cities of the world.
DIVIDENDS, &c., on Government Paper and other stocks received for customers without charge, if remitted some through the Bank.

CHARLES LOWELL, Manager.
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NATIONAL BANK OF INDIA (Ld.)

CURRENT DEPOSIT ACCOUNTS.

Interest is allowed on Current Deposit Accounts at 2 per cent. per annum on the daily balances up to Rs. 1,00,000, but no Interest will be allowed on balances under Rs. 1,000.

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The Bank receives money on fixed Deposits at the following rates of Interest:—
5 per cent. per annum for 12 months deposit.
4 do. do. 6 do. do.

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The Bank negotiates and collects Bills payable in London, Calcutta, Madras, Shanghai, and Colombo. It also grants Drafts on London and its Branches and Agencies at the Current Rates of Exchange.

By Order of the Directors.
WM. A. BAKER, Manager.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON COURT, THREADNEEDLE-STREET, LONDON.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL—£800,000.

RESERVE FUND—£250,000.

INTEREST ALLOWED,
On CURRENT ACCOUNTS at 2 per cent. per annum on the daily balances.
On FIXED DEPOSITS for
12 months at 5 per cent. per annum.
6 do. 4 do. do.
All letters should be addressed, and remittances made payable, to THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

THOMAS FORREST, Agent.

THE AGRA BANK (LIMITED)
CAPITAL—£1,000,000.
RESERVE FUND—£210,000.
BOMBAY BRANCH.

CURRENT ACCOUNTS are kept, and Interest allowed when the Credit Balance does not fall below Rs. 1,000.
DEPOSITS received available at any time, for Remittance to England in the Bank's Bills and interest allowed thereon at the rate of 4 per cent. per annum.
DEPOSITS are also received for fixed periods on terms which may be learnt on application.
DRAFTS granted at the exchange of the day on London, Scotland, Ireland, and the Bank's Agencies in the East.
CIRCULAR NOTES issued, negotiable in the principal places in Europe.
GOVERNMENT and other STOCKS, and SHARES bought and sold, and the safe custody of the same undertaken.
INTEREST, PAY and PENSIONS collected; and every other description of Banking Business and Money Agency transacted.
All Remittances should be made payable to the Agra Bank, Limited.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... $5,000,000.
INSTALMENT received on NEW SHARES ..... $2,074,744.75 = 7,074 75
RESERVE FUND ..... $2,500,000.
INSTALMENTS of PREMIUM received on NEW SHARES ..... $1,563,361·66 = $4,063,361.66

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Deputy Chairman—F. D. SASSOON, Esq.,
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LONDON BANKERS—LONDON & COUNTY BANK.

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On Current Deposit Accounts, at the rate of 2 per cent per Annum on the daily balance.
On Fixed Deposits:—
For 3 months, 3 per cent. per Annum.
For 6 months, 4 per cent. per Annum.
For 12 months, 5 per cent. per Annum.

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China, and Japan.

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Agent.
Offices of the Corporation, Church-gate-street, Bombay
March 24, 1884

SWIFT & FARROW,
PUBLIC ACCOUNTANTS, AUDITORS, &c.
UNDERTAKE COLLECTION OF OUTSTANDING DEBTS.
No. 9, HUMMUM STREET, FORT, BOMBAY.

*FOR SALE.*
1—REVENUE ENHANCEMENTS.
BY
W. WEDDERBURN, BOM. C. S.
PRICE EIGHT ANNAS.
May be had at this office and at the book-sellers.

DR. J. COLLIS BROWNE'S CHLORODYNE,
THE ORIGINAL and ONLY GENUINE.

ADVICE TO INVALIDS.—If you wish to obtain quiet, refreshing sleep, free from headache, relief from pain and anguish, to calm and assuage the weary aching of protracted disease, invigorate the nervous media, and regulate the circulating systems of the body, you will provide yourself with that marvellous remedy discovered by Dr. J. Collis Browne (late Army Medical Staff), to which he gave the name of CHLORODYNE, and which is admitted by the profession to be the most wonderful and valuable remedy ever discovered.
CHLORODYNE is the best remedy known for Coughs, Consumption, Bronchitis, Asthma.
CHLORODYNE acts like a charm in Diarrhœa, and is the only specific in Cholera and Dysentery.
CHLORODYNE effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation, and Spasms.
CHLORODYNE is the only palliative in Neuralgia Rheumatism, Gout, Cancer, Toothache, Meningitis, &c.

From Symes & Co., Pharmaceutical Chemists, Medical Hall, Simla, January 5, 1880, to J. T. Davenport, Esq., 33, Great Russell-street, Bloomsbury, London. Dear Sir,—We embrace this opportunity of congratulating you upon the widespread reputation this justly esteemed medicine, Dr. J. Collis Browne's Chlorodyne, has earned for itself, not only in Hindostan, but all over the East. As a remedy of general utility, we much question whether a better is imported into the country, and we shall be glad to hear of its finding a place in every Anglo-Indian home. The other brands, we are happy to say, are now relegated to the native bazaars, and judging from their sale, we fancy their sojourn there will be but evanescent. We could multiply instances *ad infinitum* of the extraordinary efficacy of Dr. Collis Browne's Chlorodyne in Diarrhœa and Dysentery. Spasms, Cramps, Neuralgia, the Vomiting of Pregnancy, and as a general sedative, that have occurred under our personal observation during many years. In Choleraic Diarrhœa, and even in the more terrible forms of Cholera itself, we have witnessed its surprisingly controlling power. We have never used any other form of this medicine than Collis Browne's from a firm conviction that it is decidedly the best, and also from a sense of duty we owe to the profession and the public, as we are of opinion that the substitution of any other than Collis Browne's is a DELIBERATE BREACH OF FAITH ON THE PART OF THE CHEMIST TO PRESCRIBER AND PATIENT ALIKE. We are, sir, faithfully yours, Symes & Co., Members of the Pharm. Society of Great Britain, His Excellency the Viceroy's Chemists.

CAUTION.—Vice-Chancellor Sir W. Page Wood stated that Dr. J. Collis Browne was, undoubtedly, the Inventor of Chlorodyne; that the story of the defendant Freeman was deliberately untrue, which, he regretted to say, had been sworn to.—See "The Times," July 13, 1864.

Sold in bottles at 1s. 1½d., 2s. 9d., 4s. 6d., and 11s. each. None is genuine without the words "Dr. J. Collis Browne's Chlorodine" on the Government stamp. Overwhelming medical testimony accompanies each bottle.

CAUTION.—Beware of Piracy and Imitations.
Sole Manufacturer—J. T. DAVENPORT,
3, Great Russel-street, Bloomsbury, London.

WELLS "ROUG ON CORNS."

ASK FOR WELLS' "Rough on Corns." As. 6, p. i. Quick relief complete, permanent cure. Corns, warts, bunions. B. S. Madon & Co., Bombay, General Agents.

## BOMBAY.

TO-DAY.
Departure of English mail, 5 p. m.
Polo on maidan, 5-30 p.m. (weather permitting).
Band, Marine Battalion, Apollo-bunder, evening.

VESSELS ARRIVED.—The following vessel arrived on the 6th:—Clyde (s), from London. Yesterday:—Chupra (s), from Calcutta; and St. Bernard (s), Colombo.
VESSELS SAILED.—The following vessels sailed yesterday:—Arabia (s), for Persian Gulf; and Byculla (s), Rangoon, &c.

MUSIC AT THE APOLLO-BUNDER.—The band of the Marine Battalion will play the following programme of music at the Apollo-bunder this evening commencing at 6:—

| | |
|---|---|
| Quadrille | New Promenade ..... Coote. |
| Overture | Romilda e Constanze ..... Meyerbeer. |
| Valse | Les Sirenes ..... Waldteufel. |
| Operatic Selection | Patience ..... A Sullivan. |
| Valse | Flower Show ..... Coote. |
| | GOD SAVE THE QUEEN. |

PRINCE'S DOCK.—The s. s. St. Mungo entered, and the s. s. Caffila left, the dock on Saturday; the s. s. Scindia entered it on Sunday, and the s. s. Clyde and St. Bernard entered yesterday.

THIRD CRIMINAL SESSIONS.—The business of the third Criminal Sessions of the High Court terminated yesterday after a sitting extending over eight days.

TRAFFIC ON THE B. B. AND C. I. RAILWAY.—The decrease in goods traffic on the B

the Unified Debt, the interest will be reduced. This, however, is a matter for the Conference.

The correspondent adds :—"One concession of the utmost importance has been made by France, to which I think it prudent not to refer explicitly just now, but which will be found, when the time for disclosing it arrives, greatly to strengthen the case of the British Government, and to remove the objections entertained in many quarters to the proposed arrangement as limiting England's freedom of action during the term of the British occupation of Egypt.

According to the Paris correspondent of the *Daily Telegraph*, it seems to be quite possible that, after all, the Conference may not meet. He says :—

You may remember that for months past I have maintained that our French friends, despite all their tall talk, are very much more interested in the financial than in the political aspect of the Egyptian question. The violent articles that appear every day in every important paper in Paris amply prove the correctness of this assertion. Public opinion in France is seriously roused on this question, and M. Ferry is threatened with a determined opposition. I understand that it is the intention of his opponents to move on Monday next an order of the day to the effect that the Government be cautioned against giving its consent to any modification of the Law of Liquidation. The French argue that, as England is alone responsible for the lamentable state into which Egypt has fallen, it is grossly unjust to expect that French bondholders shall suffer for sins not of their committing. Why, they say, should Frenchmen be expected to pay for the consequences of the bombardment of Alexandria, of which they disapproved, and for the maintenance of English troops in a country to which the English Government itself disclaims any right? All Frenchmen who have been lately in Egypt declare that the mismanagement of the country is due entirely to what they call "the incompetence of the English officials there." I am bound to add that English visitors bring back the same sort of report. But I am inclined to think that the cause of the conspicuous failure of the English officials in Egypt is due not so much to their incompetence as to their slavish subservience to what they believed to be the wishes of their Government at home.

The Constantinople correspondent of the *Times* says that the Porte has addressed a circular to the Great Powers, in which it recalls the main incidents in the development of the Egyptian question during the last two years.

When, it is observed, Arabi and his accomplices created disorder, the Porte was invited to send troops to support the authority of the Khedive; but the invitation was accompanied with so many conditions and restrictions that it could not be accepted, and England undertook alone the task of restoring order. In the opinion of the Porte, that task is now so far completed that the English army of occupation ought to be withdrawn. The moral authority and prestige of the Sultan amply suffice for insuring the internal tranquillity of the country. If, however, the Great Powers are of opinion that some extraneous military force is still required, it might be supplied either by the Sultan alone, or in conjunction with England, France, Italy, and Spain.

## QUESTIONS AND ANSWERS IN PARLIAMENT.

In the House of Commons on Friday, June 13, Lord Edmond Fitzmaurice, in reply to Mr. Gibson, stated that the original plan for the evacuation of the Soudan might be said to have been dropped, probably when General Gordon asked for Zebehr Pasha to be sent to him and certainly when he asked for Tewfik troops to put down the Mahdi.

On Monday, Mr. Gladstone, in answer to questions from Mr. Bourke and Mr. Ashmead Bartlett, said that the negotiations with France had arrived at such a point that the Powers could now be consulted on them, and on Monday next he would make his promised statement. In answer to a further question from Mr. Bourke, who suggested that as it was to have no validity, if disapproved by Parliament, the agreement should be laid before Parliament before an endeavour was made to obtain the assent of the other Powers, Mr. Gladstone declined to give any such assurance.

In answering questions as to affairs in Egypt, Lord Edmond Fitzmaurice said that Sir Evelyn Wood and Mr. Egerton could no longer resist the evidence that Berber had fallen.

On Tuesday, at the morning sitting, Lord Edmond Fitzmaurice, in answer to Mr. Ashmead Bartlett, said the Government had received no confirmation of the despatch from Korosko as to the storming of Berber. The reinforcements requested by the Governor of Berber had not been sent, because, after consultation, the military and civil authorities had come to the conclusion that it was not practicable to comply with his request.

Other questions were asked as to the intentions of the Government, but Lord Edmond Fitzmaurice desired that notice might be given; and Mr. Ashmead Bartlett having put a question as to the effect of the fall of Berber on the position of Khartoum, founded on an answer given by the Prime Minister nearly two months ago, Mr. Gladstone complained that Mr. Ashmead Bartlett was constantly making grossly inaccurate statements, which he cooly ascribed to him. "I never," Mr. Gladstone added, "used the words he has uttered. I must say that unless the honourable gentleman entirely changes his habit no attention ought to be paid to him."

Mr. Ashmead Bartlett challenged the Prime Minister to mention a single instance in which he had quoted him inaccurately. Mr. Gladstone rose to speak, but the Speaker pronounced such a debate to be entirely out of order.

Mr. Ashmead Bartlett then read from the official parliamentary report the *ipsissima verba* used by the Prime Minister, and inquired if, after that, Mr. Gladstone really considered himself justified in his accusation of misquotation.

Mr. Gladstone's reply was, "Yes, sir, I do, both to-day and every day." Mr. Lowther asked on what Mr. Gladstone based the accusation, but no reply was given.

On June 19 Mr. Bourke having asked what measures the Government were adopting for the protection of Upper Egypt, Lord Hartington replied that the Government were of opinion that the British forces now in Egypt, with those of the Egyptian Government, were sufficient for the defence of Upper Egypt against any danger that at present menaced it. Recently, in order to avoid any confusion and to concentrate responsibility, instructions had been given to make arrangements with the Khedive's Government for placing both the English and Egyptian troops, and the general disposition of all the military forces in Egypt, in the hands of the general officer commanding the British troops; and Sir Evelyn Wood would have the command of the Egyptian forces. Any doubt the general officer in command would act in concert and communication with the civil authorities. Mr. Ashmead-Bartlett made a personal explanation in reference to Mr. Gladstone's charge of habitual misrepresentation. Relying on extracts from the newspaper reports and "Hansard," he contended that the summary he had given of Mr. Gladstone's statement in April as to the improbability of any danger threatening Berber was an accurate summary of the *ipsissima verba*, which he read, and crossing the floor of the House, handed them to the Prime Minister, and pointed out the passages on which he relied. Mr. Gladstone, however, still insisted that he had been misrepresented, inasmuch as what he had given as an expression of the opinion of the Government on the best information which they could obtain had been converted into a positive statement of a fact.

## A CAMEL CORPS FOR SERVICE IN EGYPT.

General Sir William McMurdo, K.C.B., writes to the *Pall Mall Gazette* :—The physical characteristics of the Indus and Nile valleys are very much alike: the long threads of alluvial soil bordering the banks of both rivers above their deltas being narrowed and shut in by deserts. Unless these can be traversed, therefore, with freedom by detachments striking upon distant "oases," the garrisons holding the alluvial districts can do little more than act on the defensive, within very limited radii; while the people of the outlying villages situated upon the fringes of cultivation, being helplessly exposed to incursions from the desert, are often glad, as in Southern Italy, to purchase immunity by favouring the raider. These were the circumstances in which Sir Charles Napier was placed after the conquest of Scinde; and he met the difficulty by forming a riding camel corps, and I have been hoping to see his example followed in Egypt. Certainly, Napoleon had not been there long before he set about the work. "Schuttur" (or riding) camel corps are essentially a far-reaching arm in desert warfare; and, after the first outlay—which is considerable—is even economical in respect of forage and transport. The soldiers make their saddles of their own bedding, and carry with them their own food and water according to circumstances. The ordinary pace of the riding camel on plain desert is six miles an hour. I have known seventy miles done in one night by the Scinde Camel Corps, when a robber chief was taken quietly, before daybreak, as he slept in his own village, and the corps of 500 sabres were out of sight on their return journey before the Beloochees missed their chief, arriving with their prisoner the same evening, thus accomplishing 140 miles in twenty-four hours.

The unit composed of a camel and his two riders is arranged thus: a double-seated saddle frame of light woodwork rests upon a wadded leather pad, and is held in its place by the hump. The sirwan or camel-driver occupies the front seat, his arm being a carbine; the hind rider is the infantry soldier, armed with rifle and bayonet. The seat of the saddle is arranged with a small camel-hair saddle-bag (procurable everywhere in Eastern countries) for carrying food, and over it is laid the rider's quilt or blanket. The greatcoats when not worn were, I think, laid across the hump. Then a leathern water-bottle is hooked to the hind part of the saddle, while the "massallah" (balls of dried spices, etc.) by which the camel is sustained on long "daurs," or journeys, is carried in the same manner in front. The pace is an easy trot, not at all tiring to the rider.

The method of fighting is very simple. When the enemy is found the commander selects the ground where the camels are to remain with the reserve during the action, sheltered from fire, yet chosen with a view to defence, and if in the vicinity of water to command it. The corps then forms a square (or, if from column (or, if more convenient, from line of route), the camels facing outwards in single rank. The order is then given to dismount, and the camels sit down, and the drivers secure the rising of the nose-stud round the camel's knee, so that the animal cannot rise. The infantry soldiers remain in the meantime dismounted, form in single column of companies on their coverers within the square, when the commander makes his disposition for fighting. Two or three of the camels are made to rise to create an interval for the company to pass out, when the living fort is re-formed, the sirwans taking post behind their respective camels with carbines onslung. No cavalry will approach an obstacle. Horses recoil from seated camels. It is on record that in the early part of the century our cavalry, when in pursuit of a band of marauding Jutts, were repulsed on the Runn of Cutch in their attack on this formation. It should be borne in mind that neither baggage nor commissariat supplies accompany a camel corps on its "daur." These may follow by kaifila marches, but the principle of the corps is to cast itself loose, and act on its own resources; and if the expedition should extend beyond ordinary limits—say, 300 miles—or over three days, special arrangements must be planned for feeding both men and camels, and the fittest commander is he who can best devise such arrangements. Indeed, a schuttur camel corps is not only capable under ordinary circumstances of operating independently of commissariat, but I have known it succour regular troops in the desert when their commissariat failed.

One of the most remarkable feats performed by the Scinde camel corps occurred during the hill campaign beyond the desert of Cutchee, when the force under Sir Charles Napier was pinched for food by reason of delays in the arrival of the convoys, passing the desert by a circuitous route. FitzGerald, the commander, leaving a considerable proportion of his men in camp, started with the empty camels in a bee-line across the desert to the commissariat magazine at Khanghur, on the Indus. He (Colonel) forget the exact distance, but judging by the map it was 75 or 80 miles, and on the morning of the third day he returned with his empty saddles loaded with supplies for the regulars, having accomplished his journey of over 150 miles (including loading at the magazines) in about thirty-six hours. I mention this as suggesting the lines on which a long expedition such as the relief of Gordon might be planned: that is to say, a proportion of riders might be left behind to make room for food supplies in a condensed form. Of course the camels cannot be sustained for a continuance on "massalahs" only: it would therefore be necessary to halt at convenient localities to enable them to find their natural food among the desert bushes. All such details are for the study and forethought of the commander, who should be selected with the utmost care. A fit commander would be most easily found among the sporting men of India. The famous FitzGerald killed fifty-three tigers in one year at Dhera Ishmail Khan, a new station infested by them, and thus cleared the jungles for his camels to browse in. The pulpit in St. Paul's Cathedral was erected to the memory of this grand soldier.

With regard to the camel available for service, I am not aware whether the "Camelus dromas," or swift-running camel found in Egypt and the neighbouring countries, is the same splendid animal we have in the Jaysulmair desert of India. I rather think not. De Buffon describes the Arabian riding camel as being small, and the majority of those I have seen out there were so; but I also saw several full-sized "schutturs" about Cairo. In any case, they would have to be selected with great caution, and by competent judges. There is no greater fraud than the Arab dealer; and the riding camel, with all his marvellous powers of endurance, is curiously delicate of constitution and will break down under any real defect, or die suddenly through mismanagement. Should the camels of the Levant not prove equal to carrying two men with their equipments as I have described, then I fear that my experience, such as it is, of Sir Charles Napier's creation in Scinde, may be of little use. Nevertheless, the great military value of such a corps would, in principle, be unaffected; for if single riders are necessary for the Egyptian camels of to-day the necessity must have existed in ancient times, and it may now be impossible to obtain from the War Office in Paris some details of his method. De Buffon thus describes the military capabilities of the Arabian camels:—"In one case they can perform a journey of fifty leagues (into the desert); and can pass several days without drink." Therefore the Arabian is not much inferior to the Indian camel.

A corps of single riders would naturally require more time to organise, because of training the soldiers to ride and manage their own camels (with a sirwan riding before him he has only to sit still). To accomplish the object of immediate service (and I hope that is an object) I would suggest that an Arab sirwan, mounted separately, should be attached, say, to every file of infantry; that would form a group of three camels to constitute the unit of formation. The infantry fighting-power would of course be reduced by one-third; but this would be made up by increased mobility, by reason of a greater amount of food capable of being carried on the animals with single riders. The qualities to be sought for in the physique of the men are—short stature, and light and wiry figures.

## IMPERIAL MARRIAGE IN ST. PETERSBURG.

The marriage of Princess Elizabeth of Hesse to the Grand Duke Sergius Alexandrovitch took place at St. Petersburg on Sunday, June 15th. The Princess made her public entry into St. Petersburg on Saturday. The correspondent of the *Standard* sends a description of the ceremony :—

The Imperial Court, famous for its magnificence, omitted nothing that could contribute to the pomp and splendour of the ceremonial. After several days' rain the sun shone out brilliantly on the stately pageant which passed up the Newsky, and the gilt coach, a present from Frederick the Great to the Empress Elizabeth, dazzled by eight cream-coloured horses, in trappings of gold, conveying the beautiful bride, who sat beside the Empress, robes of white, with a diamond crown on her head, and a bridal bouquet on her lap, pictures in coaches, and the splendid Court, the Emperor, with his sons, the King of Greece, and all the Grand Dukes, including the bridegroom, rode in a glittering cavalcade behind, and after them came Queen Olga and the Grand Duchesses, in a long array of gorgeous carriages, French and German masterpieces of the last century. It is needless to say that the reception accorded to the youthful Princess was most enthusiastic. The route was kept by the whole army of soldiers—more than forty-two battalions of foot and fourteen squadrons of cavalry—behind whose ranks on the wide pavements of the Newsky and the Morskoi were massed thousands upon thousands of people. Every window, way, and hall, many having been let for large sums. There was not a house but was adorned with flags and hung with carpets and coloured drapery. In fact, but for the Asiatics, who formed the picturesque feature to the scene, the procession was almost a repetition of that unparalleled one which preceded the coronation at Moscow.

The marriage took place at the Winter Palace. The Court and diplomatic corps assembled at half-past twelve o'clock. As in the case of the Grand Duke Constantine, the marriage was celebrated according to both rituals—the Greek Orthodox and the Lutheran, and the arrangements were in respects similar. The bride's train was of rose-coloured silk, embroidered with silver. She wore a purple velvet mantle bordered with ermine, and an imperial diamond crown on her head. All present, the corps diplomatic, were captivated by the beauty, grace, and modest, dignified deportment. The Princess's sisters shared with her the universal admiration. Their likeness to the lamented Princess Alice and the English royal family was specially noticed. In Court circles the youngest, a charming child of twelve years, is already pointed to as the future Empress of Russia.

As the marriage service of the Russo-Greek Church differs considerably from that of the English a glance at its chief features may prove interesting. Nothing can be done in Russia without a passport. The orthodox Russian may neither live nor die without one. It is not to be wondered at, then, that marriage should be preceded by the production of the young people's passports and an exhaustive inquiry into their birth, breeding, station, calling, circumstances, and orthodoxy. The information thus diligently gathered by the priest is put down in the parish register, and the first thing the bride and bridegroom and their witness have to do is to attest its accuracy with their signatures. Then follow the betrothal, once a separate ceremony, and not necessarily gone through in church; but now the immediate prelude to the sacrament of marriage—the reason assigned for the change being that in the interval between the two ceremonies the betrothed used sometimes to quarrel and refuse to carry out their mutual promises. The betrothal takes place near the porch, the bridegroom standing on the right, the bride on the left. The priest takes a ring from him, a gold ring, from her a silver one, carries them to the altar, and there deposits them as a sign that the Almighty sanctifies the union. Returning to the young couple, he gives each a lighted taper and pronounces the blessing. The deacon invites all present to pray for them, that their love may be perfect, their faith firm, their living pure, their union fruitful. Then, with another prayer, the priest places the gold ring on the bridegroom's finger, the silver on the bride's, repeating over each these words, "N, the Servant of God, is betrothed to M, the Servant of God, in the name of the Father, the Son, and the Holy Ghost, now, ever, and in all eternity. Amen." Then he who stands godfather, "who answers for the agreement of the young couple being himself experienced in married life," removes the rings from their fingers and replaces them, the gold on the bride, the silver on the bridegroom. The priest prays that the betrothal may confirm the betrothal in the faith, unity of thought, truth, and love, and that the Angel of God may go with and before them all the days of their life." Prayers for the Czar and the Synod bring the betrothal to an end. For the marriage itself the young people advance to the reading desk in the centre of the church and kneel down before it on one kerchief (to signify that henceforth they have one lot); the officiating priest asks them if they marry of free will and with a thorough appreciation of the importance of the step. Then follow prayers on behalf of the bridegroom and bride, that they may be endowed with all virtues and vouchsafed every blessing, after which the priest places on the head of each a crown "as a reward for the preservation of chastity and as a sign that they may be the originators of a numerous and honourable posterity, and also to remind them that they are first to rule their own passions and then by God's blessing have dominion upon earth according to the word of the Lord to Adam and Eve."

At five o'clock a State banquet was served. The Emperor had on his right hand the bride, and no his left the Queen of the Hellenes, next to whom was the Grand Duke of Hesse. By the side of the bride was, of course, the bridegroom, with the Empress, on his right, next to King George. The Princess of Battenberg was seated at the imperial table, but not her husband. Of the diplomatic corps, only the English and German Ambassadors were present. The Duchess of Edinburg took precedence after Queen Olga. At night there was a polonaise ball, at which the Emperor led the bride, and the bridegroom the Empress, after which the procession was reformed, and their Majesties, accompanied by the whole imperial family, escorted the newly-married pair to their palace on the Newsky Prospect. The streets were illuminated.

## MEETINGS OF RAILWAY COMPANIES.

### SOUTHERN MAHRATTA RAILWAY.

The second annual report of the directors of the Southern Mahratta Railway Company (Limited), to be presented to the shareholders at the forthcoming general meeting, states that the capital on Dec. 31 last was 3,000,000*l.*, of which 2,992,100*l.* was subscribed in England, and the balance (7,900*l.*) in India at the exchange of 1*s.* 8*d.* to the rupee. The amount paid to the Secretary of State up to that date was 1,724,625*l.* in England, and 2,275*l.* in India. Since then, in accordance with resolutions passed by the shareholders at meetings held on Nov. 17, 1883, and May 15, 1884, the directors have entered into arrangements with the Secretary of State for the immediate construction (and incorporation with the company's undertaking) of the West Deccan Railway, extending from Poona, in the north, on the Great Indian Peninsular Railway, to Belgaum, in the south, on the company's origina line, a distance of 243 miles. In pursuance of these arrangements the sum of 1,700,000*l.* has been raised at par on debenture bonds, running from seven to ten years, bearing 3½ per cent. interest, and the sum of 138,370*l.* has been paid up in full by shareholders in respect of future calls. The additional share capital, 300,000*l.*, to be provided to meet the obligations of the company under the new contract, will not be issued for subscription till money is needed for the prosecution of the undertaking. The actual expenditure to Dec. 31 was 1,120,414*l.*, including part of the outlay incurred by Government previous to Oct. 1, 1882. The shareholders, it is further remarked, may be reminded that the Government have no claim for interest, and they will be entitled in all circumstances to a quarter of the net earnings of the undertaking without any deduction. The interest on the debenture bonds is during their currency to be paid in full by the Secretary of State, and no charge on account of them will be debited to the net revenues of the enlarged undertaking, one fourth of the whole of which will be divisible among the shareholders. Of the company's system of railways now completed or under construction, or to be shortly undertaken, and measuring 731 miles in length, the East Deccan section is said to be completed, and is expected to be open to public traffic on July 1 next. The South Deccan section is separated into three divisions, the first, from Bellary to the east bank of the Toongabudra river, 40½ miles, having been completed and opened to public traffic on March 24 last.

### BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

The report of the directors of the Bombay, Baroda, and Central India Railway Company, for the half-year ended Dec. 31 last, states that the gross revenue receipts, the expenses charged to revenue, and the net earnings for the half-year, compare as under with the corresponding figures of 1882 :—

| | Half-year ended with December 1883, receipts. | Half-year ended with December 1882, receipts. |
|---|---|---|
| | 436,754*l.* | 370,354*l.* |
| Expenses | 223,263*l.* | 196,831*l.* |
| Percentage of expenses to receipts | 51·12 | 53·12 |

The net earnings of the period, calculated at 1*s.* 10*d.* per rupee, amount to 213,490*l.* 16*s.* 8*d.*, or 2*l.* 13*s.* 2*d.* per cent. on the interest-bearing capital of the company, compared with 114,164*l.* 2*s.* 10*d.*, or 1*l.* 8*s.* 5*d.* per cent., in the corresponding period of 1882. The amount required to cover the guaranteed interest paid by Government for the half-year was 198,007*l.* 10*s.* The difference between this sum and 213,490*l.* 16*s.* 8*d.* shows a surplus profit of 15,483*l.* 6*s.* 8*d.*, but this is reduced, by adjustments and the contribution of 6,218*l.* 11*s.* 6*d.* to the provident fund in India, to 7,902*l.* 18*s.* 8*d.*, half of which or 3,951*l.* 9*s.* 4*d.*, is the company's share of the net earnings of the six months. To this sum, however, is to be added 2,927*l.* 8*s.* 8*d.*, balance in India and 2,061*l.* 8*s.* 4*d.* balance in England from the last surplus half-year, making a total of 8,940*l.* 7*s.* 4*d.* out of which the directors recommend that a dividend of 1*l.* per cent be paid, in addition to the guarantee of 223*l.* 10*s.* per cent. for the half-year, which, added to the dividend already paid in January, makes a total of 6*l.* 5*s.* 7*d.* per cent for the year. The sum of balance remaining will be carried forward to the credit of the surplus account. This is the first occasion on which the company's line has earned more than the guarantee interest in the second half of the year. The result is due in part to the development of good traffic exchanged with the Rajpootana Railway, and in part to a reduction in maintenance charges in comparison with those in the corresponding period, when a large outlay was incurred in restoring damages caused by the preceding monsoon, and in an abnormal amount of renewal of permanent way. There has been an increase of 4,488*l.* in receipts from coaching traffic in goods traffic of 61,207*l.*, and other receipts 1,071*l.* The traffic shows an increase in most descriptions of goods, particularly full, half, and unpressed cotton, wheat, piece-goods, coal, salt, metals, sundries, and State railway materials. The traffic in seeds, commissariat stores, grass, grain, and fruit was, however, less in 1883 than in 1882. The directors have been for some time in negotiation with the Secretary of State respecting an agreement for working the Rajpootana-Malwa Railway, and, subject to the approval of their shareholders, certain heads of agreement have been accepted as a basis for negotiation.

### GREAT INDIAN PENINSULA RAILWAY COMPANY.

The sixty-ninth half-yearly general meeting of the proprietors of this company was held on June 13 at the City Terminus Hotel, Cannon Street, Colonel James Holland, the chairman, presiding. The chairman, in moving the adoption of the report, said the accounts as compared with the corresponding period last year showed a falling off of 67,000*l.* That decrease, however, was one which need not be seriously thought of, as it was in the main due to very exceptional circumstances. There had been a falling off in their cotton traffic, and also in the internal food grain traffic, which latter involved the loss of about 15,000*l.* This was rather a matter for congratulation than otherwise, as the food grain of the country was only carried in considerable quantities when there was a deficiency in some quarters which they were enabled to supply from their districts, and it really meant that the people of the country had so much more money in their pockets to lay out on other matters from which railway indirectly benefited. He regretted to say that the traffic for the half-year had been seriously affected by the country being carried away by floods on the north-easterm division of the line. Last year they had a large number of troops and military stores to carry owing to the Egyptian war, but this year there had been nothing of the kind, and the consequence was that in that item there was a falling off of about 30,000*l.*, which accounted for nearly one half the total deficit. On the other hand, however, there were two new items of traffic that had been developed in the half-year under review, and which were likely hereafter to be of considerable importance to them. He referred to the carriage of mowrah seeds and flowers, which were used in India for making an intoxicating drink, and were now being imported into Hamburg for the same purpose, upwards of 9,500*l.* having been received on account of this new traffic. They had also received for the first time 6,800*l.* for the carriage of mineral oil. The traffic in groundnuts, which was an item of growing importance, had increased by 3,000*l.* Notwithstanding the reduction that had been made in the fares, there had been a considerable increase in the receipts from ordinary passenger traffic. As to the important question of doubling the line beyond Bhosawul to Khundwa in the direction of Jubbulpore, and to Sheagaum in the direction of Nagpore, the directors were of opinion that the time had arrived for taking action towards doubling both the lines in question. It was estimated that the work would cost 500,000*l.*, chargeable to capital, but a resolution would be submitted authorising borrowing powers to the extent of 1,000,000*l.*, the larger amount being necessary to cover expenditure on other works, and for additional engines and rolling-stock. Mr. H. W. Blake seconded the motion. In reply to questions the chairman stated that from advices recently received they could not expect the wheat traffic for the current half-year to correspond with that of last half-year. The cotton traffic had also been unfavourable, as also had the internal grain traffic. Notwithstanding that all these items made up an estimated decrease in gross receipts of about 180,000*l.*, he trusted they would be able to divide 20*s.* per cent. over and above the 5 per cent. The motion for the adoption of the report, on being put to the meeting, was unanimously carried. A resolution having been passed authorising the company to borrow 1,000,000*l.*, the retiring directors and auditor were re-elected, after which the proceedings were brought to a close with the passing of votes of thanks to the chairman, directors, and staff of the company.

### [INDUS VALLEY, PUNJAUB, AND DELHI RAILWAY COMPANY.]

The report of the directors of this company for the half-year ended Dec. 31, 1883, states that the gross results of the working show an increase of 2,533*l.* 19*s.* 8*d.*, or 26·44 per cent. over the corresponding period of 1882; while the coaching traffic yielded 337*l.* 3*s.* 11*d.*, less, the goods traffic added 48,336*l.* 19*s.* 9*d.*, or 17·83 per cent. to the income, and the working expenses were only 5,490*l.* 16*s.* 2*d.*, more. The total net revenue falls short of the guarantee by 73,492*l.* 12*s.* 4*d.* The proportion of expenditure to gross receipts is 57·14 per cent., compared with 62·29 per cent. in December 1882, showing a reduction of 7·15 per cent. Maintenance of way and works absorbed of the receipts 12·53; locomotive expenses, 22·53; carriage and waggon expenses, 5·11; traffic expenses, 9·60; general charges, 6·70; steamboat service, 0·33; special and miscellaneous expenditure 0·34. From a comparative statement of ordinary revenue and expenditure only, the excess income over the same period of 1882 was 39,470*l.*, or an increase of 9·4 per cent., while there was a decrease in expenditure of 2,115*l.*, or 0·9 per cent.

The twenty-ninth annual general meeting of the proprietors was held on June 19 at the offices, Gresham House, Old Broad Street, Sir W. P. Andrew, C. I. E., the chairman, presiding.

The chairman, in moving the adoption of the report, having referred in feeling terms to the death of Sir Bartle Frere, who, when acting as Commissioner in Scinde, had advocated the construction of the Scinde Railway with its branches, said that great improvements were being made at Kurrachee, the Harbour Board and the Municipality having agreed to spend jointly 150,000*l.* on the harbour. The directors had continued to pay attention to the matter of booking through, but certain technical difficulties had arisen in regard to it which he hoped would be surmounted, or at all events mitigated. The wheat traffic had been going on in the same prosperous way, and besides there was an increase in the ordinary traffic. While their working expenses had been diminished the net revenue had increased, so that they were working steadily towards a high pitch of prosperity, having earned nearly up to the amount of the guarantee. Having alluded to the branches of the line, there being a small loss on the Kupar branch, the chairman said that one of the things they had to contend against was the want of feeder roads. He, however, thought the Government were at last getting alive to that important matter. A feeling had now arisen that frontier railways must be constructed, because they saw that Russia was approaching, not slowly and cunningly, but boldly and defiantly. He was not speaking as a politician, as the Tories were as bad as the Whigs, there being no policy on this important subject on either side of the House. The Tories had made as much a mess of the matter as the Whigs. He should be sorry to see the wild scheme of going to Herat and meeting Russia there carried into effect. What he should like to see was a friendly arrangement permitting of a railway being carried to Candahar, which should be made into a strong fortress. As regard the construction of Indian railways, they could not expect the Government in the future to assume the same liabilities as they had done in the past. A modification of the system provided by Lord Dalhousie dealing with this matter was the one, in his (the chairman's) opinion, most likely to succeed. As to the width of railways in India, the narrow gauge could never be efficient, and was not calculated to convey cavalry and stores with efficiency and economy.

Mr. E. Thornton, C.B., the deputy-chairman, seconded the motion, and a discussion ensued—chiefly of a congratulatory nature—in the course of which Sir T. D. Forsyth, K.C.S.I., C.B., gave a detailed account of his recent visit to India, and his journey over the system of the company.

The motion for the adoption of the report on being put to the meeting was unanimously carried.

The retiring directors and auditor were then re-elected, after which the proceedings were brought to a close with the passing of votes of thanks to the secretary, Mr. J. H. Norman, and to the chairman.

## MISSIONARY WORK IN INDIA.

Mr. J. G. Hubbard, M. P., presided on June 19 at a public meeting at the Mansion House in support of the Society for the Propagation of the Gospel in Foreign Parts.

Sir Richard Temple stated that, according to the 1882 census in British India, the number of native Christians was upwards of 500,000, and the number of children at school more than 250,000. The rate of increase was going on so rapidly that the number would soon reach 1,000,000. The growth of Christianity among the heathen during the last generation had been remarkable. From 1851 to 1881 the number of mission stations in India had increased from 280 to 716, the ordained European missionaries had risen from 370 to 669, the native ordained missionaries had risen from 29 to 570, the lay preachers from 550 to 3,000, the native communicants had increased from 17,000 to 148,000, the native congregations from 75,000 to 528,000, the male pupils at the mission schools from 63,000 to 168,000, and the female pupils from 14,000 to 65,000. Those statistics showed that the increase had been well maintained in all respects. The number of native Christians would grow so fast upon their hands that they would not be able to take care of themselves. The European ministry was supplemented by a largely increased native ministry. He then moved, and it was resolved—"That the vast fields of missionary enterprise in India and the East providentially laid open before the Church of England call upon her to use great efforts for the conversion of our heathen Mahomedan fellow-subjects."

Bishop Perry then moved, and the meeting agreed to the following :—"That the colonial churches, most heartily endorsed, are not in all respects complete in their organisation, have powerful claims on the sympathy of the Mother Church, especially in view of the vast tide of emigration which is flowing in increasing proportions from England to its numerous colonies."

## DISTURBANCES BY YEOMANRY AT LICHFIELD.

The Birmingham correspondent of the *St. James's Gazette*, telegraphing on June 16, says :—Proceedings of an extraordinary character have taken place in connection with the annual assembly of the Queen's Own Royal Staffordshire Yeomanry who arrived at Lichfield on Thursday, and are billeted there till Monday next. The regiment was commanded by Colonel W. Bromley-Davenport, M.P., Lord Anglesey being major, Lord Stafford, M.P., Mr. F. Monckton, M.P., and Sir Charles Wolseley also acting as officers. On Friday evening the officers and some of the men went to St. James's Hall to witness the performance of "Princess Ida" by Mr. D'Oyley Carte's company. The conduct of both officers and men was altogether most unseemly, several of the former at the conclusion of the performance storming the stage and even endeavouring to force the trap-doors. The members of the company, especially the ladies, were naturally indignant at this conduct, and retreated under the stage. The disturbance, after lasting for a considerable time, culminated in a number of officers locking Mr. D'Oyley Carte's manager in a private room and going off with the key. On Saturday night the riotous conduct assumed a more serious character. In accordance with an application made from the Licensed Victuallers' Association, the publicans were granted an extension of time, and at half-past eleven several of the officers started from their hotels with the evident object of having a frolic. Some of them carried a ladder and proceeded up the main street, making discordant noises with the apparent object of deluding the police. In the meantime those who carried the ladder proceeded to the Market-place, where the monument erected to the memory of Dr. Johnson is situated. Placing the ladder against the rails, they daubed the face of the monument with blacking, and placed the empty blacking-bottle on the head; the light from the gas-lamp adjoining being extinguished as this was done. On leaving the monument, the rails were climbed by the police, who took the ladder from them. The police were in turn charged by the yeomanry, who recovered the ladder. Subsequently they attacked a passing cab. The driver was knocked off his seat and his hat crushed. A violent attack was made upon the police, who secured one of the men and handcuffed him. The prisoner was, however, eventually rescued, and the handcuffs were literally sawn from his hands. Later on the Adjutant (Major Graves) and some of the principal officers appeared on the scene, and the men after repeated requests dispersed. This conduct on the part of the yeomanry aroused considerable feeling among the civilians, and on Sunday night, when the public-houses closed, there were large assemblies in the main streets in anticipation of a renewal of the disturbances. The officers' mess, which had been held on alternate nights at the Swan Hotel and the George Hotel, was on Sunday evening held at the former place, and the colonel-commandant of the regiment was present. The mess broke up soon after ten o'clock, and Colonel Davenport proceeded to walk up to Yeomanry House, where he was staying with Major and Adjutant Graves. On the way he encountered the crowds in the streets, and at the corner of Market-street briefly addressed the people, remarking that he hoped the yeomanry would go home to their billets quietly, for he knew they did not want to quarrel with the citizens or the citizens with them. The crowd then went in a body into the Market-place, accompanied by Colonel Levett, M. P. for the city, who once more appealed to the men, out of respect for him as their representative, to quietly disperse and let there be no further disorder. The Colonel in the meantime walked on to Yeomanry House, but had not proceeded more than a few hundred yards when he suddenly fell to the ground. This occurred opposite the Robin Hood Inn, and for a minute or two he was unnoticed. A tradesman and his wife, who were passing, found the Colonel lying in an insensible condition. He was at once conveyed to the Robin Hood Inn, and the surgeon of the regiment was quickly in attendance. On his arrival he pronounced life to be extinct, and the body was subsequently removed to Yeomanry House by the deceased's fellow-officers, who hastened to the place immediately the announcement was made. The news of the sad occurrence spread rapidly through the city and created a profound gloom.

The accuracy of the above has been denied in Parliament, and a meeting has been held at Lichfield, at which the following resolution was passed :—"That this meeting desires to express in the strongest possible manner its opinion that the reports which have appeared in the papers of to-day and last night of serious riots and disturbances in this city are grossly exaggerated, and ought to be contradicted without delay." It has been pointed out, however, that this meeting, which is described as being "numerously attended by the leading tradesmen and gentry," was in reality attended by not more than twenty persons, most of whom were interested persons, and that reporters were not admitted. The yeomanry were inspected on Wednesday by Lord Mark Kerr, who, after referring with deep regret to the death of Colonel Bromley-Davenport, spoke in strong terms against those who had sent abroad exaggerated reports of the disturbances in which members of the regiment were alleged to have taken part.

The *Birmingham Post* says :—"As far as we can gather from inquiries in the city, the newspaper reports as to the proceedings on Friday, Saturday, and Sunday evenings, instead of being exaggerated accounts of what took place in many instances, treated the behaviour of the officers with much more leniency than they deserved. It is upon the officers that the discredit, if any, must fall, because it is admitted that the men of the regiment, as a body, behaved themselves with decorum, and that only a few, led away, no doubt, by the example of those in a higher position, misconducted themselves. Unfortunately, many of the residents of Lichfield are so closely connected with the interests of the yeomanry that they are prepared to accede to the evident desire to hush up the whole affair." At the inquest on the body of Colonel Bromley-Davenport it was shown that the deceased had been suffering from heart-disease, and a verdict of death from natural causes was returned.

## LORD CHURCHILL ON RADICALISM.

Lord Randolph Churchill addressed on June 18, a crowded public meeting in the Corn Exchange, Aylesbury, called by the Bucks Conservative Association. In responding to a motion condemning the policy of the Government, he remarked that no one could exaggerate the vital importance of the Egyptian question to our empire, and the constituencies should discover the right and proper policy which ought to be pursued. This much was absolutely certain, that if things were allowed to remain as they were, if they were allowed to drift, or if any false steps were taken, issues would be raised by which the very existence of our Eastern and our colonial dominions would be seriously endangered. In a few days the policy of her Majesty's Government would again be brought under the consideration of Parliament; and it was well within the bounds of probability that this debate would produce an appeal to the country. The policy of the Government in Egypt from beginning to end was a tale of shame. For the first time in our history had England, through its Ministers and by its Ministers, been the direct cause of woes unnumbered, of misery unspeakable, of bloodshed unrestrained, among and upon an unoffending people whom it was our high mission to protect, to elevate, to civilize, and to guide; and all this woe and misery and bloodshed had not produced, and could not produce, the shade of a shadow of good result either to ourselves or to our victims—not even the commencement of a preparation for better things. On the morrow of Tel-el-Kebir Egypt was in our hands; but the first thought of Mr. Gladstone was not, "How can I repair the damage which I have caused?" not "How can I make amends for the slaughter for which undoubtedly I have indirectly to bear the blame?" not "How can I do justice to an oppressed people?" No, his first thought was how he could get away, how he could evade his duty. Nor did he conceal this pusillanimous and criminal intention. He proclaimed it from the housetops. Up to the present moment the devout Radical party had approved it. Money and confidence had been freely, frequently, and gushingly granted. All criticism, all protest, all censure, no matter from what quarter it came, had been doggedly voted down. Despotism, anarchy, military and naval expeditions, battle, murder, and sudden death; retreats, surrenders, massacres, decorations, rewards, honours, titles, pensions—all had been greedily swallowed by the faithful Radical herd. We are now going to be asked by the Prime Minister to buy ourselves out of Egypt for the ridiculously trifling sum of eight millions.

## LORD SPENCER IN BELFAST.

Lord and Lady Spencer arrived in Belfast on Tuesday afternoon (June 17). A large number of persons assembled in the streets, and from these Lord Spencer had, on the whole, a favourable reception. On Wednesday Lord Spencer unveiled a portrait of the Queen in the Town Hall. In replying to an address, he said he learned with pleasure that obedience to law and order prevailed in the town, and he exhorted them to maintain that obedience in order that prosperity might be promoted. The Municipal party then drove through the town to Royal-avenue, where Lord

# COMMERCIAL INTELLIGENCE

## BOMBAY MARKET REPORT.

MONDAY EVENING, JULY 7.

IN our report for last mail we said that "the absence of rain for another week would unquestionably give rise to some apprehension," and we regret to say that such is now the case. Showers have fallen in the Berars, and the reports thence are accordingly fairly favorable; but from other parts of the Presidency anticipations are the reverse of cheerful. In some districts there has not been sufficient rain to admit of the land being ploughed, while in most parts the best that could be expected even with an immediate fall would be that resowing could be resorted to with some hope of a good result. There is nothing, however, to indicate the approach of heavy rain; on the contrary, steamers arriving from sea report fine weather, and there is therefore grave cause for anxiety regarding the *Kharif* or monsoon crops. This state of things necessarily exercises a very depressing influence on business generally, everything in the shape of speculation in stocks and shares being quite at a standstill, whilst it also renders buyers of imports very cautious in their operations. Exports, too, are adversely affected, especially as the home markets are generally dull, and this reacts on freights which have been decidedly quieter of late.

MONEY.—The tone of the market throughout the week has been distinctly tighter, and both in the bazaar and with the banks the tendency has been to ask higher rates for accommodation. On Government Paper 5 per cent. has been the lowest rate for loans, and even at that the amount of money-seeking employment has been limited. To-day's Bank of Bombay return, however, showing as it does an increase of 22½ lacs in the Cash Balance mainly due to a falling off in the public demand, will probably induce an easier feeling, and in another week or two we may look for a further reduction in the bank rate.

The Bank of Bombay return for the week ending on Saturday shows the following changes :—

| | | |
|---|---|---|
| Public Deposits at H. O | Decrease Rs. | 3,98,102 |
| Do. do. Branches | Increase ,, | 3,12,918 |
| Other Deposits | ,, | 7,83,382 |
| Cash Credit Undrawn | ,, | 2,56,224 |
| Govt. and other Authorized Securities | Decrease ,, | 1,11,222 |
| Cash Credits | ,, | 1,20,592 |
| Loans | ,, | 4,80,171 |
| Bills Discounted | ,, | 6,15,560 |
| Cash with Correspondents | ,, | 3,11,573 |
| Cash and Currency Notes | Increase ,, | 23,33,317 |

EXCHANGE.—The movements in sterling during the week have been insignificant, and the extent of business transacted very limited. The day last steamer left rates hardened up to 1s. 7 19-32d. for demand Bank and 1s. 7 27-32d. for three months' Credit bills, and no change took place until Thursday when the latter gave way 1-32d., only to be recovered on Friday. To-day, however, the market has been a shade easier and the same reduction has been established, but other rates are unaltered, the following being closing quotations for ready paper :—

| | | |
|---|---|---|
| Bank Bills on demand | 1s. 7 19-32d. | per rupee. |
| Do. Telegraphic | 1s. 7 9-16d. | 1 ,, |
| Do. Three months' sight | 1s. 7 23-32d. | ,, |
| Credits, do. do. | 1s. 7 13-16d. | ,, |
| Documents do. do. | 1s. 7 27-32d. | ,, |
| Francs, do. do. | 208¾ | ,, |

For delivery a month hence 1-32d. under these figures may be quoted, but there is not sufficient disposition shown either to buy or sell to afford any indication of the expected course of the market. To our thinking the probabilities are in favor of a further decline during the monsoon, but not to a material extent unless something of an unforseen character arises.

GOVERNMENT PAPER.—A very irregular feeling has been manifested, and we close to a decline of ⅛ per cent. on the quotations of Monday last. Last mail-day, with weaker advices from Calcutta and a tendency to dearer money here, a somewhat sudden tressure to sell became apparent, and Fours dropped from Rs.100½ to Rs. 100 1-16. On Wednesday the tone was rather better and a fair business was done up to Rs. 100¼, this improvement, however, was more than lost again on Thursday, when the quotation dropped to par. On Friday and Saturday the market was steady at Rs. 100 1-16, but to-day the tendency has been weaker than ever, and at the close there are sellers at Rs. 99⅞. Fours-and-a-half may be called nominal at Rs. 102½.

SHARES.—For the first two or three days after the departure of last steamer a fairly steady tone was apparent, but latterly the continued absence of rain has induced a decidedly adverse tendency, particularly in *Spinnig and Weaving Mill* shares, and with scarcely an exception we have to quote a decline on the week. The fall has been Rs. 50 in Madras United, Rs. 45 in Gordon Mills, Rs. 35 in Western India, Rs. 20 in Hindustan and Victoria, Rs. 15 in Empress, Khandeish, Manockjee Petit, Mazagon, and Oriental, Rs. 10 in Albert Edward, Mahalukshmi, Dhurrumsey, Soonderdas, and Southern India, Rs. 7 in Anglo-Indian, and Rs. 5 in other Companies. *Press* Companies have also been weaker, and Akbar have declined to Rs. 975, Berars to Rs. 595, Bombay to Rs. 1,260, and Mofussils to Rs. 410. *Banks* are rather an exception to the general rule, Bank of Bombay being Rs. 5 higher at Rs. 795, Nationals Re. 1 better at Rs. 90. Agras are unchanged at Rs. 118. Amongst the *Miscellaneous* list, Alcock, Ashdown and Co. have changed hands at Rs. 40 premium, a decline of Rs. 2, Cash Bazaar have receded to Rs. 95, and Telephone to Rs. 16¾ to Rs. 17. In Flour Mills business has been done at Rs. 46 premium in Bapty & Co., Rs. 31 premium in Western India, and Rs. 55 premium in Bombay Flour Mill. Colaba Land Company are Rs. 10 lower at Rs. 780, and Port Canning Land after advancing rapidly from Rs. 345 to Rs. 360 have declined again to Rs. 350.

## IMPORTS.

PIECE-GOODS.—There has been a shade more doing in the Bazaar, the clearances being estimated at about 2,400 packages for the week, but this has only resulted from sellers meeting buyers with slight concessions in prices, the demand of itself being in no way more active, except for some kinds of Turkey Red Cloths which have been in special request. In the shape of home indents only a limited extent of business is going forward, nor can we look for an improvement in this respect so long as the rains have such an unfavorable appearance.

YARNS.—With somewhat steadier advices regarding Cotton from home and moderate supplies there has been, if anything, less pressure to sell English Twist, and in some cases sellers ask an advance of ¼ anna per lb. The reverse is the case in local Yarns, in which, notwithstanding comparatively good advices from China, the production seems to keep ahead of the demand. The clearances for the week are estimated at about 3,500 packages at from As. 5¾ to As. 6¼ per lb. for 20s Mule.

METALS.—*Copper* is dull of sale both on the spot and to arrive, and prices have given way at least As. 8 per cwt. *Yellow Metal* is also weak at about the same decline. In *Iron* only a moderate business is passing, and prices are a trifle lower.

COALS.—For anything near at hand there is almost no demand, and there are sellers of cargoes on the way at Rs. 15 both for Cardiff and West Hartley descriptions. Consumers, however, being stocked for the monsoon, decline to buy for nearer than September shipment, of which, on the other hand, there are no sellers even at 8 annas higher.

## EXPORTS.

COTTON :—The telegraphic advices from Liverpool have shown a decidedly firmer tone, and prices here have accordingly been maintained at fully our last mail's quotations. Orders, however, have not come forward at all freely, and there has therefore been very little buying for export, probably not more than 2,000 to 3,000 bales in all. Shipments, therefore, have been very moderate, even for the time of year, but receipts owing to the fine weather have been fair, considering the very limited stocks which are undoubtedly held up-country.

*New Crop.*—Rain has fallen in the Berars, and there prospects are to some extent promising, but in Guzerat rain is much wanted, and in the Godra and parts of the Bhownugger districts there has not been sufficient moisture yet to admit of ploughing, so that on the whole prospects are not good.

Nothing has yet been done in new Cotton by export buyers, but business has been done amongst native dealers in New Good Broach at Rs. 215 and Good Omras at Rs. 190 for March delivery, and New Good Bengals at Rs. 155 for November delivery.

The movements of Cotton to date show the following comparisons with the two previous years :—

| *Receipts.* | 1884. | 1883. | 1882. |
|---|---|---|---|
| For the Week | 5,738 | 1,814 | 13,312 |
| Since 1st January | 13,95,942 | 13,62,412 | 13,55,902 |
| *Clearances to Great Britain and Continent.* | | | |
| For the Week | 17,808 | 26,786 | 22,232 |
| Since 1st January | 10,77,905 | 11,36,198 | 12,38,382 |
| *Clearances to Calcutta and China.* | | | |
| For the Week | 2,870 | 1,013 | 2,087 |
| Since 1st January | 81,750 | 38,281 | 43,679 |

The following are to-day's quotations for Cotton full-pressed) with the equivalents in Sterling, Cost and Freight to Liverpool, via Canal, without commission :—

| | Per Candy | per lb. C. & F. |
|---|---|---|
| Dhollera, Fine (nominal) | Rs. 196 | 4 15-16d. |
| Do. Fully Good | ,, 188 | 4 23-32d. |
| Do. Good | ,, 184 | 4¾d. |
| Do. F. G. F | ,, 174 | 4 13-32d. |
| Omra, Fine (nominal) | ,, 195 | 4 29-32d. |
| Do Fully Good | ,, 188 | 4 23-32d. |
| Do. Good | ,, 182 | 4 19-32d. |
| Do. F. G. F. | ,, 174 | 4 13-32d. |
| Westerns, Good | ,, 173 | 4¾d. |
| Do. F.G.F. | ,, 167 | 4 7-32d. |
| Compta, F.G.F. | ,, 167 | 4 7-32d. |
| Do. G.F. | ,, 162 | 4¼d. |
| Dharwar Sawginned, Good | ,, 187 | 4 23-32d. |
| Broach, Machine-Ginned, Good (nominal) | ,, 202 | 5 1-16d. |

WHEAT.—There has been a fair enquiry throughout, specially for No. 1 Pesay, for which the rate has advanced to Rs. 26 to Rs. 26½. Other kinds are mostly unchanged, say Jubbulpore Rs. 24, Khatha Rs. 19 to Rs. 19½ per candy. Receipts are moderate, the following being the comparison with the past two seasons :—

| | 1884. | 1883. | 1882. |
|---|---|---|---|
| For the Week, cwts. | 168,800 | 112,552 | 67,539 |
| Since 1st January, cwts | 4,764,451 | 6,436,199 | 4,681,972 |

SEEDS.—*Linseed* is now in comparatively limited supply, and with generally stronger accounts from home prices are again rather higher at Rs. 5-9½ to Rs. 5-9¾ per cwt. The following are the receipts to date as compared with the two previous seasons :—

| | 1884. | 1883. | 1882. |
|---|---|---|---|
| For the Week, cwts | 30,878 | 12,730 | 27,587 |
| Since 1st January, cwts | 3,371,635 | 3,474,465 | 2,188,454 |

*Rapeseed* is almost nominal at Rs 6-11 to Rs. 6-13 per cwt. for Guzerat. In *Gingelly* there is nothing doing.

## BANKS.

| | Shares, | Amt. | Paid up. | Last Dividend. | Cash Rates |
|---|---|---|---|---|---|
| INDIAN BANKS. | | Rs. | Rs. | | Rs. |
| Bank of Bombay | 20,000 | 500 | all | 5p. ct. | 795 |
| Bank of Bengal | 42,000 | 500 | all | 1 do. | 850 |
| Bank of Madras | 10,000 | 500 | all | 5 do. | 630 |
| EXCHANGE BANKS. | | £ | £ | | |
| Agra Bank | 10,000 | 100 | all | 6 do. | 118 |
| National Bank of India | 37,320 | — 250 | 12½ | 5 do. | 90 |

## PRESS COMPANIES

| | | | | | |
|---|---|---|---|---|---|
| Akbar Cotton | 150 | 5,000 | 2,850 | Rs. 125 | 975 |
| Akola Press Co. | 85 | 500 | all | Rs. 40 | 450 |
| Albert Ginning Co. | 100 | 500 | all | 15p.ct. | 425 |
| Albert Press Co., Kurrachee | 200 | 2,000 | 1,100 | Rs. 100 | 1,185 |
| Apollo Press Co. (small shares) | 750 | 400 | 400 | Rs. 30 | 535 |
| Bellary | 625 | 1,000 | 1,000 | Rs. 20 | 550 |
| Berar Cotton Ginning and Press Co. | 600 | 500 | all | Rs. 65 | 595 |
| Broach Cotton Ginning and Press Co | 1,400 | 250 | all | .. | 30 |
| Bombay Cotton Press. | 200 | 500 | 500 | .. | 1,260 |
| Colaba Press Co | 500 | 1,800 | 1,800 | 50 | 1,450 |
| Dhollera P. & G. Co. | 500 | 300 | all | 30 | 190 |
| East India Press Co | 700 | 1,000 | 1,000 | Rs. 15? | 1,270 |
| Fort Press Co | 150 | 325 | 8,500 | 350 | 3,000 |
| French Press Co | 300 | 500 | all | 75 p.c. | 610 |
| Harvey & Sabapathy Co., Ld. | 450 | 500 | 500 | .. | 325 |
| Khamgaum Cotton Press Co | 240 | 500 | all | 10 p. ct | 495 |
| Mannar Manfg. Co | 600 | 300 | 300 | Rs. 12 | 337½ |
| Mercantile Press | 000 | 125 | 125 | .. | 137½ |
| Motussi Co | 3,125 | 400 | 400 | Rs. 45 | 410 |
| New Indian Press | 2,400 | 125 | 125 | Rs. 25 | 215 |
| Prince of W. Press | 500 | .. | 500 | 100 | 690 |
| Sabapathy Press Co., Ld., (Bellary.) | 500 | 500 | 500 | — | 575 |
| Sind Press Co | 400 | 2,000 | 750 | Rs. 55 | 590 |
| Sind & Punjaub Cotton Press Co | 100 | 1,000 | 750 | Rs. 150 | 1,220 |
| Sassoon Press Co | 300 | 00 | 500 | 20 | 515 |
| Volkart Press Co. | 450 | 00 | .. | 65 | 851 |

## SPINNING AND WEAVING COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| Ahmedabad S. & W. Company | 500 | 1,000 | 500 | 90 | 1,425 |
| Albert Edward Cotton Mills Co., Ld. | 1,000 | 500 | 500 | 18½ | 590 |
| Anglo-Indian S. & W. Company | 30,000 | 100 | 100 | Rs. 5 | 121 |
| Alfred Manfg. Co. | 1,000 | 500 | 500 | 18½ p.c. | 515 |
| Alliance Cotton & Silk Manufg. Co., Ld. | 1,800 | 1,000 | .. | Rs. 42½ | 825 |
| Bhownuggur Mills | 4,800 | 100 | 100 | ... | 39 |
| Bombay United | 900 | 1,000 | 1,000 | Rs. 50 | 1,030 |
| Budneiram Mfg. Co., Ld. | 1,000 | .. | 500 | ... | 300 |
| Central India S. & W. Company | 2,500 | 500 | 500 | Rs. 30 | 690 |
| Connaught Mills | 840 | 500 | 50 | .. | 100 |
| Coorla Mills | 800 | 50 | 1,000 | Rs. 40 | 760 |
| D. Spinning | 000 | 2,000 | all | nil | 435 |
| Empress S. & W. Co. | 1,000 | 500 | all | Rs. 37 | 875 |
| Framji Petit Mfg. Co. | 1,400 | 1,000 | 1,000 | 45 | 825 |
| Gokuldas Tejpal S. Co. | 1,000 | 500 | 400 | 20 | 575 |
| Gordon Mills | 1,000 | 1,000 | 1,000 | .. | 860 |
| Hindustan | 1,200 | 1,000 | 1,000 | .. | 700 |
| Hinguphal Mill Co. | 700 | 500 | 50 | 60 | 1,250 |
| Hydrabad Spinning Co | 700 | 1,000 | 1,000 | Rs. 70 | 54½ |
| Imp. Cotton Mills Co. | 200 | 500 | 500 | .. | 993 |
| Indian Manfg Co. Ld. | 600 | 1,000 | all | .. | 480 |
| James Greaves Mills | 1,100 | 500 | 400 | .. | 500 |
| Jour Ali Spin. Co. | 600 | 500 | 500 | Rs. 55 | 1,165 |
| Jowrai Bhailoo | 1,000 | 1,000 | 1,000 | Rs. 60 | 845 |
| Khandeish | 700 | 1,000 | 1,000 | Rs. 45 | 990 |
| Khatao Mackunjee | 1,000 | 1,000 | 1,000 | Rs 45 | 136 |
| Leopold S., Bleaching & Mfg. Co., Ld. | 3,500 | 100 | 100 | Rs. 5 | 3,200 |
| Madras United | 350 | 1,000 | 1,000 | 16p.c. | 925 |
| Mahalukshmi | 450 | 1,000 | 1,000 | Rs. 40 | 1,330 |
| Manockjee Petit's | 2,000 | 1,000 | all | Rs. 60 | 2474 |
| Mazagon Spinning Co. | 5,000 | 250 | 250 | Rs. 12 | 1,430 |
| Moraries Gooculdas | 1,000 | 1,000 | 1,000 | Rs. 70 | 820 |
| National Spinning | 500 | 1,000 | 1,000 | Rs. 40 | 965 |
| New Great Eastern | 1,400 | 1,000 | 1,000 | Rs. 50 | 645 |
| Oriental S. & W. Co. Ld. | 4,000 | 62 | 625 | Rs. 20 | 274½ |
| Peerless S. & W. Co. Ld. | 2,500 | 40 | 400 | Rs. 14 | 250 |
| People of India S. & W. Company | 1,000 | 250 | .. | 18½ | 182 |
| Prince of Wales Spinning Company | 1,500 | 500 | 500 | 30 | 1,425 |
| Sassoon S. & W. Co. | 1,500 | 1,000 | 1,000 | Rs. 50 | 1,510 |
| Shalapore Mills | 500 | 1,000 | 1,000 | Rs. | 863 |
| Soonderdas | 750 | 1,000 | 1,000 | Rs. | 440 |
| Southern India | 500 | 500 | Rs. 30 | Rs. 20 | 675 |
| Victoria Mills | 500 | 1,000 | 1,000 | Rs. 35 | 775 |
| Western India S. & M Company | 1,200 | 1,000 | 1,000 | Rs. 30 | |

## MISCELLANEOUS.

| | | | | | |
|---|---|---|---|---|---|
| Alcock Ashdown Co. Ld. | 1,750 | 200 | 150 | .. | 190 |
| Badman, Pilee Co. Ld. | 3,000 | 100 | 30 | Rs. 12 | 136 |
| Bapty Co., Ld. | 2,625 | 200 | 100 | Rs. 10 | 145 |
| Barton & Co., Ld. | 1,000 | 100 | 90 | 100 | 98 |
| The Bombay Land & Building Co., Ld. | 300 | 500 | 100 | .. | |
| Bombay Flour Mill Co. | 500 | 500 | 150 | .. | 205 |
| Bombay Saw Mills | 100 | 1,000 | 1,000 | Rs. 35 | 490 |
| Bombay Ice Manufacturing Co., Limited. | 1181 | 100 | 100 | Rs. 5½ | A 106 B 97 |
| Bombay & Burmah Trading Corporation. | 1,000 | 2,500 | 1,500 | 375 | 44,825 |
| Do. New Shares | .. | 500 | 300 | ... | 1,015 |
| Bombay Fire Insurance Co. | .. | 3,000 | 3,000 | 20 | 3,300 |
| Bombay Municipal Bonds | .. | ... | — | 6 p.ct. | 104 |
| Bombay Brick & Tile Co., Ld. | 1,000 | 100 | 75 | ... | 40 |
| Cash Bazaar | 1,500 | 100 | 100 | Rs. 9 | 95 |
| Cooper, Madon & Co., Ld. | 1,100 | 100 | 100 | | 119 |
| Indian Guarantee Suretyship Association | 1,900 | 100 | 75 | | |
| Kaiser-i-Hind Gold Mining Co., Limited | 5,000 | 10 | 10 | 10 p.c. | 11 |
| Kurrachee Ice Co., Ld. | 42,000 | 1 | 5 | 2½ | 3½ |
| Kurrachee Lighterage Company, Ld. | 1,400 | 100 | 100 | .. | 35 |
| Group & Co. Ld. | 500 | 500 | 200 | 36p. a. | 325 |
| Mechanics Building Co | 2,000 | 200 | 175 | Rs. 15 | 350 |
| Oriental Government Security Life Assurance Company | 4,000 | 50 | 50 | 3 p.c. | 18 |
| Oriental Loan Association | 5,000 | 200 | 50 | 5 & 7½ p.c. | 52 |
| Pearse and Co., Ld. | 5,000 | 20 | 20 | 10 p.c. | 25 |
| Prince of Wales Fire Insurance | 1,000 | 100 | 50 | Nil. | 50 |
| Sondy & Co. Ld. | 250 | 1,000 | 1,000 | Rs. 100 | 1,375 |
| Telephone Co., Ld. | 1,000 | 100 | all | 14 p.ct. | 102 |
| Treacher & Co., Ld. | 19,200 | 25 | 25 | Rs. 1 | 17 |
| Thacker & Co., Ld. | 2,000 | 500 | all | Rs. 115 | 1,200 |
| Western India Flour Mills | 1,000 | 100 | all | Rs. 15 | 170 |
| | 1,000 | 125 | 50 | ... | 81 |

## PRICES OF BULLION, &c.

| | |
|---|---|
| Sovereigns, each | Rs. 12-7-6 |
| Carolas | ,, 235 |
| Mexican Dollars | ,, 213 |
| Five-Franc Pieces | ,, 240 |
| Bar Silver, 17 to 17½ betterness | ,, 106-5 to 106-7 |
| Gold Leaf | ,, 19-10 |
| Bar Gold, 10 oz. English, 100 touch | ,, 19-12-6 |
| Australian Gold, 100 touch | ,, 19-12-6 |
| Bombay Bar Gold, 100 touch | ,, 19-12-6 |
| Pekin Gold Bars | 19-7-6 |

## BANK OF BOMBAY.

STATEMENT of the affairs of the Bank of Bombay as on 5th July, as compared with the statement of 28th June :—

| LIABILITIES. | June 28. Rs. | July 5. Rs. |
|---|---|---|
| Proprietors' Capital | 1,00,00,000 | 1,00,00,000 |
| Reserve Fund, invested in Govt. and other authorized Securities | 24,25,000 | 24,25,000 |
| Public Deposits at Head Office | 42,11,881 | 38,13,782 |
| do. do. at Branches | 16,54,342 | 19,67,760 |
| Other Deposits | 1,81,33,054 | 1,89,36,879 |
| Post Bills | 8,978 | 11,416 |
| Cash Credits Undrawn | 2,35,441 | 4,91,675 |
| | 3,66,59,199 | 3,76,16,512 |
| ASSETS. | | |
| Govt. & other authorized Securities | 50,73,320 | 49,62,063 |
| Cash Credits, on Security of Govt. Paper, Bullion, and Merchandise | 13,73,414 | 14,94,006 |
| Loans, on Security of do. | 36,22,405 | 31,42,234 |
| Current Accounts, overdrawn | 1,363 | 3,618 |
| Bills Discounted and purchased | 16,54,342 | 19,67,760 |
| Stamps | 2,955 | 2,943 |
| Dead Stock Rs. 5,62,537 | | |
| Amt. applied in reduction 2,45,000 | 3,17,520 | 3,17,537 |
| Cash Balances with Correspondents | 6,53,951 | 3,42,378 |
| Cash and Currency Notes | 76,74,228 | 1,00,27,545 |
| | 3,66,59,199 | 3,76,16,512 |

## SHIPPING INTELLIGENCE.

THE barque Lady Dufferin, 894 tons, Captain W. Jones, will sail to-day for Moulmein in ballast.

THE B. I. S. N. Co.'s steamer Byculla, 1,072 tons, Captain S. Warrington, sailed yesterday for Rangoon, &c., with a general cargo.

THE B. I. S. N. Co.'s steamer Mecca, 939 tons, Captain O. R. Mitchell, arrived in harbour on the 5th inst. from Aden (25th June), in ballast.

THE steamer Scindia, 416 tons, Captain S. Abrey, which arrived in harbour on the 6th inst. from Kurrachee (3rd July), brought a general cargo and 60 deck passengers.

THE steamer St. Bernard, 1,447 tons, Captain G. Davey, arrived in harbour yesterday from Colombo (2nd July) in ballast. The vessel is consigned to Messrs. Killick, Nixon and Co.

THE B. I. S. N. Co.'s steamer Chupra, 1,432 tons, Captain A. M. Keighly, arrived in harbour yesterday from Calcutta via Rangoon, &c., with a general cargo, two first class, two second class, and six deck passengers.

THE B. I. S. N. Co.'s steamer Burmah, 675 tons, Captain W. Rothwell, which arrived in harbour on the 6th inst. from Kurrachee, (3rd July), brought a general cargo, and Surg Corkery, Mr. D. Bishop, and 26 deck passengers.

THE steamer St. Mungo, 1,781 tons, Captain J. B. Thomson, which arrived in harbour on the 5th inst. from Middleborough, (30th May), brought a cargo of 179½ tons coke and iron. The vessel is consigned to the Captain.

THE B. I. S. N. Co.'s steamer Abyssinia, 1,876 tons, Captain W. Sleeman, which arrived in harbour on the 6th inst. from Mozambique (1st June), via Zanzibar, &c., brought a general cargo, and Lieut. Bought, and two deck passengers.

## ARRIVALS.

| July. | Vessel. | Commander. | From. |
|---|---|---|---|
| 6 | Clyde (s) | Edmonds | London, June 11. |
| 7 | Chupra (s) | Keighly | Calcutta, May 27. |
| | St. Bernard (s) | Davey | Colombo, July 2. |

## DEPARTURES.

| July. | Vessel. | Commander | Destination. |
|---|---|---|---|
| 7 | Arabia (s) | Brown | Persian Gulf. |
| | Byculla (s) | Warrington. | Rangoon, &c. |

The following vessels were entered for loading yesterday :—
Steamer St. Bernard, to Dunkirk.
,, Scindia, to Kattywar, Coast and Kurrachee.
,, Burmah, to Kurrachee.

The barque Lady Dufferin, Jones, to Moulmein, obtained her clearance yesterday.

## CALCUTTA.

ARRIVALS.

| July. | | | |
|---|---|---|---|
| 3 | Karamania (s) | Cringle | Liverpool, May 29. |
| | Japan (s) | Gardner | Hong-Kong, June 17 |
| | British Statesman | James | Liverpool, March 5. |
| | Clan Mackenzie | Gowan | Middleboro on Tees, March 26. |

DEPARTURES.

July 3.—Steamers Clan Graham and Purulia. Ship City of Hankow.

## DAILY IMPORTS.—JULY 7.

FROM GLASGOW.

City of Manchester s—100 casks roll sulphur, Heeraraj Khimjee.
Britannia s—101 cases whiskey, Dajeebhoy Dadabhoy.

FROM LIVERPOOL.

City of Manchester s—100 drums linseed oil and 12 cases colors, A. Sumsoodin ; 50 bundles buckets and 15 ba les paper, Byramjee Shapoorjee ; 500 boxes bar so ap, Essoofally Sumsoodin and Co ; 20 kegs iron nails, Elliott Wallace and Co.

FROM LONDON.

Ethiopia s—10 cases cologne, C. Mahamedally ; 5 cases lamps, Theodor Knaust ; 10 kegs white lead and 4 casks paint, E. E. Kuswa ; 20 cases E. cheese, Sumsoodin and Co ; 6 cases champagne, R. Phillips and Co.
Malwa s—19 cases aniline dye, A. Blascheck and Co ; 50 cases copper sheets, Peel, Cassels and Co ; 2 cases eau de cologne and 4 cases medicines, Treacher and Co.
Otranto s—4 bales straw boards and 76 packages paper, S. A. S. Daood.
Massilia s—19 cases whiskey, Cutler, Palmer and Co.

FROM ANTWERP.

Otranto s—24 casks zinc steels, Bhimjee Poonja.

FROM MARSEILLES.

Colombo s—120 cases brandy, D. P. Batha and Co.


## THE BOMBAY GAZETTE OVERLAND SUMMARY.

*(Compiled for despatch by the Weekly Mail to Europe.)*

Price—As. 4 per Copy.

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SPECIAL NOTICE.

WE HEREWITH CERTIFY THAT MESSRS. MARCKS AND CO., BOMBAY AND POONA, ARE SOLE AGENTS FOR SCHIEDMAYER AND *SOEHNE* PIANOS IN THE BOMBAY PRESIDENCY, and that our Pianos, which we have built especially for the Indian climate more than twenty years, are only shipped by us for Bombay to the above Firm.
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DR. GAMA (OPHTHALMIC SURGEON) MEETS HERE for CONSULTATION from 2 to 5 p.m., daily.


## DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

MARRIAGE.

WALLIS—SMITH—July 5, at St. Peter's, Mazagon, by the Rev. Father Page, Charles Edgar Wallis, to Constance Walder Smith, both of Bombay.

OTHER PRESIDENCIES.

BIRTHS.

ALLAN—July 3, at Woodcock Lodge, Ootacamund, the wife of Alex. Allan, of a son.
BELL—July 3, at Yercaud, the wife of Mr. J. M. Bell, Executive Engineer, D. P. W., of a son.
CHERRY—July 3, at Saugam, Nellore, the wife of Mr. J. Cherry, Supervisor, P. W. D., of a son.
EGAN—June 30, at Stag Brook, Peermerd, the wife of H. Egan, Esq., of a daughter.

DEATHS.

BELL—July 3, at Yercaud, the infant son of Mr. and Mrs. J. M. Bell.
PIFFARD—July 2, at 7, Elysium Row, Calcutta, Charles Piffard, M. A., Barrister-at-Law, aged 54 years.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office should be made payable to the Proprietor of the *Bombay Gazette*.


# The Bombay Gazette

TUESDAY, JULY 8, 1884.


ONE of the few wealthy emigrés who found refuge in London during the reign of terror, made it his habit, when asked for temporary assistance by his impecunious friends, to enter the name, the date, and the amount asked for in a book, and then to read to the disconcerted applicant the total which he had been so far requested to lend and had *not* lent. The amount, it is said, reached the handsome figure of two millions before the year was over, not a farthing of which did the prudent man part with. It is to be hoped that the Government of India is keeping an account of the exact number of men and millions of money which are being daily demanded by spirited publicists and other advisers as the minimum which would, in their opinion, suffice to counterbalance the advance of Russia to Merv and her probable double-dealing with regard to Sarakhs. The "tottle of the hull" would make a Budget beyond the dreams of Sir Auckland Colvin. One generous paper offers the military authorities thirty thousand additional soldiers beyond the frontiers, and another thirty thousand on the frontiers to look after them and see that nothing happened to them while "in the air." The subscribers to the paper in question, stimulated by the example, go in, one for forty thousand men, and plenty of strategic railways, the cost of which is to be defrayed by the abolition of the Permanent Settlement of Bengal, a simple operation of natural justice which he points out would bring £14,000,000 to the treasury; another would raise 30,000 supernumerary British troops (with a sprinkling of Eurasians if there be a difficulty in recruiting the real article), and to keep them in good health and spirits until they be wanted, he would quarter them in Kashmere, which possesses a splendid climate. All these and more the Military Department is to get and the Government of India is to give. Then we shall be secure in India; we shall be no longer parsimonious or pusillanimous; we shall re-occupy Kandahar and seize Herat, fortifying both in a style worthy of the nineteenth century. We shall extend our sway up the Persian Gulf, possess ourselves of Bagdad, and compel Persia to see the folly of permitting herself to be bullied any longer by Russia. No weak sentimentalism, we are told, must interfere with the immediate realization of these views, which are not deficient, it must be confessed, in breadth and comprehensiveness. We must brook no half-heartedness; cheesepairing is out of place; we must raise our spirits and our voices to the requisite pitch, acknowledge our Imperial mission, and stifle resolutely the promptings of weakness and disloyalty—plants which grow with such sad luxuriance in the bosoms of certain grand old men we wot of.

It is disappointing to find a man of the acknowledged ability and long and varied experience of Sir Lepel Griffin lending his literary gifts to swell the chorus of this unprofitable clamour. His letter to the *Times* was not a contribution worthy either of the theme or the writer. There are two sentences, indeed, which we exempt from any hint of dispraise and accept unreservedly, though we can only regret that they do not form the keynote of the letter instead of making their appearance somewhat incoherently near the end of it. "There is no occasion to fear Russia. In material strength, in intelligence, and in all the resources of civilisation England is far more strong." This is what we have always insisted upon—that the strength of British India is overwhelmingly superior to any which can be brought against it. But why has not Sir Lepel Griffin the courage of his convictions on this all-important point? He says, indeed, that he does not believe that the advance of Russia or the occupation of Herat signifies the invasion of India; "for this Russia is not sufficiently strong, nor would it be possible in this generation. Englishmen are very apt to depreciate unnecessarily their own strength, and exaggerate that of their enemies; and, however large may be the armies of the Caucasus or Turkestan, it would be unworthy of Englishmen to fear an invasion of India which could only end in the utter collapse of Russia." If Sir Lepel did not share unconsciously this habit of self-depreciation which he attributes to his countrymen, his letter to the *Times* would have remained unwritten. It was not worth while to write such a document merely to suggest to Russia a plausible means of disturbing the Afghans in Herat. He points out, quite gratuitously, that the Russians can easily incite Persia to revive her ancient claims upon Herat, which she only abandoned under duresse after our campaign in 1857; and he goes on to assert that the Herat population is mostly Persian by origin and sympathy, and that "the Afghan rule is so tyrannous and evil that even that of Persia seen as tolerable by comparison." If this statement appeared in the *Kavkas*, every one would say that it was a wanton incitement to disturbance in Herat and civil war in Afghanistan. How would obviate the danger of Russia going to Herat by a declaration that it would entail war with Russia in Europe and Asia, so at least we understand the drift of the letter. Now, such a declaration would be a flagrant violation of Lord Palmerston's maxim never to begin with an ultimatum. Sir Lepel

THE French Minister of the Interior has decided to put an end to the bullfights which, although not allowed in Paris, are still carried on in Perpignan, Nimes, Arles, and other places, where the services of the best Spanish bullfighters are retained, and the accompaniments are as savage as if the exhibitions took place at Seville or Madrid. The great impediment to the suppression of these exhibitions in the south of France is in each case the municipal council. The fights are well attended, and the money taken finds its way into the pockets of those who have electoral influence.

M. DE LESSEPS (the *New York Sun* says) has found his attempt to build a canal across Panama exposed to the most serious danger of failure. The work already done, costly as it is, has been to a great extent swept away and destroyed by the spring freshets. In his despair of remaking that line he has turned his attention to the route through Nicaragua, Guatemala, and Costa Rica. Under the patronage of the French Government he opened negotiations for the concession to him ...t to build a canal there, the idea being ...n the Isthmus of Panama altogether.

...frequent complaint urged against Russian ... that their inventions are unpractical, but ...n a charge be justified or not by the ...test invention hardly deserves this ... originator is no less a personage than ...rmayeff, the late Governor-General of ...ho proposes to build a camel railway ...d to Khiva. He thinks it ought to be ...cher's system, with the rails suspended ...amels will be used at first for this ...y, but if the project proves successful ...d to substitute locomotives. The line ...e most part follow the present camel

...HES from St. Petersburg report that ...rnment of Archangel has lately been ...to a condition verging upon anarchy by ...ss proceedings of the exiles who are ...g terms of banishment in the province. ...t daring crimes and acts of violence have ...petrated by these people, but the outrages ...inly taken the form of incendiarism. The ... part of the town of Cholmogory has been ... down, and at Mesen incendiary fires have ... been of frequent occurrence. Schenkursk, a ...all town in Archangel, has been literally placed ...under martial law by the exiles, who constantly offer resistance to the authorities.

THE Berlin correspondent of the *Standard* says that the letter of the Grand Duke of Hesse to his Cabinet, lately read at a private sitting of the Hessian Chamber, runs somewhat as follows :—"The Grand Duke on his return from England felt induced to accept the resignation of his Minister, Baron Starck, which he had originally refused. After convincing himself that a regrettable misconception had taken place, his marriage was *de facto* dissolved, and steps are being taken to procure a judicial annulment. In this sorrowful time it was a consolation to him to feel the deep sympathy of his faithful people in the fate of his family. This sympathy will be an encouragement to him in the future to apply his whole power for the welfare of his people."

A GENERAL ORDER specially issued from the War Office notifies that the Queen has been pleased to command that the grant of the India Medal of 1854, with clasp inscribed "North-West Frontier," shall be extended to every officer, non-commissioned officer, or soldier who was engaged in the operations under Colonel A. Macdonnell against the Mohmund tribes in the defence of the Punjab frontier, between the 5th of December, 1863, and the 2nd of January, 1864, both dates inclusive, and recommends officers of corps employed in the above operations to prepare nominal rolls of individuals entitled to the decoration. Officers and men who are already in possession of the medal will only receive the additional clasp.

THE *Pall Mall Gazette* hears that steps are being taken to hold a private Conference of representative men of all shades of political belief who are in favour of the maintenance of an abiding political connection between the English at home and the English beyond the sea. Its immediate object will be to devise some method of bringing the question more prominently before the public. "There is great need for this work, and we cordially wish its promoters success. At the present time the advocates of the Contraction of England are dispirited, not without cause, and it will be well for those of us who recognize the great destiny of our race to consolidate our recent gains, and make them a base for a fresh advance."

THE trouble in Egypt affects all Europe, even including the brandy merchants of Russia. The quantity of spirits exported last year from Odessa exceeded that of any previous year. The reason given for this is that last summer an agency was established at Alexandria by the Russian Steamboat and Commercial Company, which undertook the sale of Russian spirits in the Alexandrian market. At the beginning it promised well, and the Constantinople and Greek markets lost for the time being in importance. But owing to recent events, things have taken another turn at Alexandria, and a large quantity of Russian spirits has been stowed away in the vaults of the Custom-house, to save it from the heat. The effort has been vain, for the heat is bursting the barrels, and a recent inspection has proved that the prospects of the Odessa merchants' goods in ...ything but satisfactory as far as ...gypt are concerned.

THE Gold ... Company of Glasgow ...pted the following recommen...ave unanimously agreed to consider the ... of gold and silver plate :—(1) The abolition ...ose duties on these metals ; (2) the abolition of licences for permission to deal in articles made of them ; (3) the providing for voluntary hall-marking under arrangements which will cause hall-marking to be easily and yet efficiently accomplished upon a uniform system, having for its object the furnishing of a guarantee of quality ; (4) the repealing of all old Acts affecting the trade regarding duties, licences, compulsory hall-marking, &c. ; (5) that any Bill providing for such changes shall also provide for a drawback on duty paid stocks in hand. The Guardians of the Sheffield Assay Office have resolved to support all the proposed reforms of the gold and silver trades—viz., the abolition of the duties and licences, and the principle of compulsory hall-marking, substituting a voluntary system under new and improved regulations.

A MUTINY occurred among the Limerick Artillery Militia on June 17 while they were proceeding by river steamer, under command of Lieutenant-Colonel the Honourable Charles Smyth Vereker, to join the camp at Tarbert Fort for the annual training. On the voyage the men behaved very indifferently, making free with the drink in the possession of the steward, without his authority. When the steamer arrived at Glin, a number of the men insisted on going ashore, and they were not long there before they came into collision with some of the inhabitants. The artillery, for a time had the best of it, and they very badly assaulted a number of persons. Very soon, however, the Glin men gathered in force and drove the artillery back to the steamer. The latter got rapidly on board, and the vessel steamed off as quickly as possible ; but those on her decks were stoned by persons on the pier-head. Several of the Glin men have been severely injured, and one man very seriously. Some of the persons assaulted went to the camp at Tarbert, where they identified five of the artillerymen, who were arrested by the police. An inquiry will be held by the military authorities.

SAYS the *St. James's Gazette* :—A visit to the distinguished strangers' gallery in the House of Commons is one of the experiences we keep for barbarian potentates who come to this country. It expands their minds more than Madame Tussaud's. It is supposed to impress them with the greatness of England more deeply than the Tower or the Underground Railway. At least, that is the theory, though it would hardly seem to be borne out entirely by the facts ; since it appears that one of the Maori chiefs, so far from being excited by the spectacle of the Commons of England in all their majesty assembled, contentedly went to sleep. Considering that he did not understand a word that was said, there is some excuse for this insensible savage. Even legislators, who are not under his disadvantages, have been known to "sleep during the proceedings." After this the king and his followers were further educated. They were allowed to talk to Mr. Rylands and Mr. Goschen ; and then Mr. Gorst, who speaks Maori "like a native"—more or less—explained to them the English parliamentary system, and the status of the Fourth Party, in the musical dialect of the Southern Pacific. The New Zealanders retired—wiser and apparently much sadder n...u.

## ...ITARY NEWS.

...ng rules are, by direction of the Sec... State for War, to be observed, until furth... rs, respecting the voluntary retirement of offic... f the cavalry and infantry :—

1. Vo...tary retirement on retired pay or gratuity from the regimental rank of major in full pay will not be allowed before the completion of 25 years' service, except in cases in which the vacancy would be filled—(*a*) by the absorption of a supernumerary major ; (*b*) by the appointment to full pay of a major from the half-pay list ; (*c*) by the promotion of a captain of the same arm of the service who shall have completed at least eighteen years' service ; (*d*) by the promotion of a captain who shall be within two years of the age fixed for his compulsory retirement ; (*e*) by the promotion of a captain who shall, in the opinion of the Commander-in-Chief and the Secretary of State, have performed exceptionally good service. 2. Voluntary retirement on retired pay or gratuity from the regimental rank of captain on full pay will not be allowed except in cases in which the vacancy would be filled—(*a*) by the absorption of a supernumerary captain ; (*b*) by the appointment to full pay of a captain from the half-pay list ; (*c*) by the promotion of a lieutenant of the same arm of the service who shall have completed at least nine years' service, or who shall, in the opinion of the Commander-in-Chief and the Secretary of State, have performed exceptionally good service.

## TELEGRAPHIC WEATHER REPORT.

SIMLA, July 5.—The pressure has decreased over the greater part of the Punjab and at some stations in other parts of Northern India, but it has increased generally over the peninsula, Bengal, and the North-West Provinces. The readings range from 29·95 on the Travancore coast to 29·60 in Chutia Nagpur and 29·45 at Peshawur. The wind generally is unaltered, but it is still very variable over Northern India. There has been more rain in the Madras Presidency than was the case yesterday, but otherwise the distribution is unaltered. No rain has fallen along the east coast of the peninsula or in Guzerat, Sind, or the greater part of Rajputana or the Punjab. The weather is rather cloudy except in the Punjab. Rain to-day :—Darjeeling, 2 inches ; Purneah and Akyab, 2 inches ; Benares, Gya, Khundwa, Amraoti, Cochin, and Mercara, over 1 inch. Previously, Mozufferpore, Bhaugulpore, Cawnpore, Hamirpur, and Mirzapur had over 1 inch.

July 6.—Reports to-day are few, but apparently show a uniform fall of the barometer throughout the whole country. The pressure continues highest on the Travancore coast, and lowest in the Punjab. The wind has become more south-westerly over the peninsula, but otherwise there is little change. Rain has fallen over the south of the peninsula, the Central Provinces, Bengal, and Burma ; but apparently it is absent over a large part of the Deccan, as well as over Bombay, the Berars, Rajputana, and the plains of the Punjab. Rain to-day :—Akyab, 3 inches ; Dacca, Jubbulpore, and Mangalore, 2 inches ; Chittagong, Nagpur, and Madras, over ½ inch. Previously, Mozufferpore had 9 inches ; Hamirpur, 2 inches ; Diamond Island and Prome, 1 inch ; Cawnpore, Naini Tal, Satara, and Rangoon, over ½ inch.

## RAINFALL IN BOMBAY.

| | Colaba. | | Fort. | | Esplanade. | | Byculla. | |
|---|---|---|---|---|---|---|---|---|
| | In. | cts. | In. | cts. | In. | cts. | In. | cts. |
| Previously regtd.. | 14 | 38 | 15 | 11 | 15 | 29 | 13 | 68 |
| July 6, Sunday..... | 0 | 33 | ..... | | ..... | | ..... | |
| 7, Monday..... | ..... | | 0 | 23 | 0 | 19 | 0 | 21 |
| Total ..... | 14 | 71 | 15 | 34 | 15 | 48 | 13 | 89 |
| Corresponding date last year ..... | 15 | 69 | 25 | 06 | 23 | 60 | 26 | 50 |

## PASSENGERS BY THE HOMEWARD MAIL

THE P. and O. Co.'s s. s. Gwalior, Capt P. Harris, will sail to-day for Aden and Suez with the European mails and the following passengers :—

FOR LONDON.

Mr W Nichol. Rev J T Warneford.
Mr and Mrs Crake and infant. Mr W B Gordon. Mr Lawrie.
Mr Dowall.
Mrs Cox and infant. Mr J F Swate.

FOR BRINDISI.

Mr W M Walton. Mr A Cruickshank.
Mr Arthur Price. Mrs H E McLeod.
Col Burton. Capt Park.
Mr H G Wilkins. Major Mayhew.
Mr and Mrs E W Colin. Mr Macleod.
Major C T Lane. Mr H Nelson.
Mr J A Hopkins. Mr E J Beachamps.
Capt C B Henderson. Mr H Bromley.
Col J Goldie. Lieut Dyer.

FOR VENICE.

Mr R A Willis. Mr J M Gregor.

THE following passages have been engaged :—

S. S. Cartage, Capt. G. N. Hector, sailing on 15th July.

FOR LONDON.

Surgn-Maj E C Bensley. Mr E J Freeborn.
Mrs Donald and child. Mr Thos Forrest.
Col Mackesy. Mrs J S Hubbard.
Mr C J Keene. Hon Justice Bayley.
Col J W Orr. Mrs Cingleton.

## EAST INDIAN RAILWAYS.

(FROM OUR SPECIAL REPORTER.)

HOUSE OF COMMONS, JUNE 17.

THE Select Committee on East Indian Railways met again to-day under the presidency of Mr. Baxter.

### MR. ASHBURNER'S EVIDENCE.

The first witness examined was Mr. Lionel Ashburner, late of the Bombay Civil Service, who gave a list of the lines which he thought it was desirable to construct in the Bombay Presidency and that part of India. The first line he would mention was the Sibi-to-Quetta Railway, which he thought should eventually be carried to the foot of the Bolan Pass. The second line was a connection between Palanpore and Hyderabad. The third was a line from some part of the Guzerat line through Baroda or Godra *via* Rutlam to Gwalior and Cawnpore. It was said that this line would compete with the lines proposed by the Government of India from Bhopal to Gwalior, but he maintained that the distance between the two lines was so great as to preclude any idea of competition. The next line was from Jaitpore in Kattywar to the port of Verawul. There was a large holy ...ic along that route, consisting of visitors to a ... place on the coast, and there was little doubt ... would be a paying one. The next line was in ... sana on the Ahmedabad line to Wadhwan. ... The next was a line from in Kattywar through ... and Baroda line to Rampore Mahow. ... The next was a line from Mhow in Broach to Jambosi. The next was a line from Bulsar on the Bombay and Baroda line *via* Bardoli, Nowipore, and Isabara Pass to Nundebar in Khandesh. The next, a line from Perseck, twenty or thirty miles from Kandeish, *via* Dhond and Inhar to the foot of the Poladpore Ghat. The next was a line from Barsi-road station to Pandepore and Miraj. The next was from Bunkapore in Dharwar to Hurrihur, as far as the frontier of Madras, on the Mysore and Toomkoor line. The next was a line from the point of Karwar to some point on the West Deccan line, either by the Tinia Ghat or the Bale Ghat.

In reply to questions from the Chairman, witness said that he had confined his observations to the part of India with which he was specially acquainted—the Bombay Presidency and the districts around. He had not formed any estimate of the cost of making the lines he had mentioned. He thought that should be left to the local Governments and the Government of India, who knew what they were about and were in a position to carry out the works to the best advantage.

Then all you say is that these lines are desirable in the interests of the people of the districts, and are likely to pay ?—I believe they will pay, not only directly, but indirectly. Besides affording protection from famine and the loss of life that results from famine, there are many other indirect advantages that they would confer on the district that are generally overlooked in estimating the benefits that accrue from railways. Thus an increase of cultivation immediately occurs when a railway is laid out, and the value of the land at once goes up. In the case of the Western Deccan lines, now about to be made, it has happened that a number of leases of land near the course of the line have fallen in, and the properties have been let at rents fifty per cent. higher than has hitherto been the case ; this is greatly due to the prospect of a railway being made.

Then you agree that one result of railway construction is to develope trade ?—Certainly I do.

Are there any obstacles in the way of railway extensions in the district you have spoken of ?—Yes, and the most important one is the exactions of the Chiefs through whose territory the railway would pass ; another one is the absence of local roads leading from the railway stations to the towns and villages. In some places on existing railways as soon as you get away from the railway stations, during the monsoon, you find yourself in deep black mud which renders it impossible to convey the traffic to and from the railway stations. The break of gauge, too, has been a great obstacle to the development of railway traffic in some districts.

Do you agree with those who think that the rates and fares on most, if not all, of the Indian railways should be reduced ?—Yes, they should be reduced as far as possible, though I have not before me *data* which enable me to say how far they might be reduced. Generally speaking, they are too high as well as regards the interests of the public as of the railway companies themselves. In my district I found that even cart and bullock traffic was able to compete with the railways. On the Great Indian Peninsula line I have seen long lines of bullocks travelling alongside the railway. If bullock traffic can successfully compete with a railway, that of itself is an argument in favour of the contention that the railway rates are too high.

Are there any other indirect advantages that would flow from the extension of the railways ?—... increase of land revenue is one, and the ...pment of the salt traffic is another. As it ...e railways have to pay heavy duties on the ... they carry to the Native Chiefs, but the real thing which makes the cost of salt so great is the expense of the carriage by bullocks or on carts. To reduce the price of salt to the consumer by means of additional railways would enable the Government to reap a larger revenue from the salt. Other indirect advantages would be the improvement the railways would afford in the administration, and the less cost that the Government would have to incur for the transport of military stores, witnesses, prisoners, &c. The railways already made had enabled the Government to greatly reduce their travelling staff, and if the railways he had suggested were made the reduction could be carried still further. Witness left India about a year ago. His experience was that there was a general concurrence of opinion in India in favour of railways being more rapidly extended than had been the case during the last few years.

We have heard that among the educated natives of India there is a dread lest if there were a rapid extension of railways it would lead to a considerable addition to the taxation of the country. Is that your experience ?—That does not at all agree with the information my Indian friends have given me. On the contrary, I am told that there is the greatest desire among the natives for the railways to be extended. I think that must have been put to the Committee by persons who have no knowledge of native opinion.

What is your view of the financial measures involved in railway schemes ?—I think that greater latitude should be allowed to the local Governments to pledge the provincial resources in guarantee of the difference between what a line can earn and what it is necessary to pay as guaranteed interest on the construction of the line. Generally, I think the local Governments and the Government of India may be trusted to do what is necessary in seeing that railways are made only as they are required. I think, too, that the Government should themselves build some of the lines, and not only those, either, that are the least likely to pay ; they ought not, that is, to allow the companies to take all the plums out of the pudding. They should make the paying lines act as a kind of set-off to those that they have to make for protective purposes. I think the Government should make some of the paying lines, and the companies should make some too ; but I would not lay down any hard-and-fast rule. As to the mode in which the companies should be dealt with, I think the bargain that was made in the case of the South Mahratta Company was the one that ought to be taken as a pattern ; it seems to me to be advantageous to both parties.

Do you look forward to a time, not very remote, when railways will be made in India without any guarantee at all ?—Yes, I think such a time is not very remote. In fact, I think that even now some lines would be built without guarantee, if such lines as the Great Indian Peninsula and other lines were allowed some latitude in the making of branches. These companies may be trusted not to build lines that are not likely to pay.

Considering the improvement that has taken place in recent years in the financial position of India, do you think the people of the country can be induced to invest money in railways without any guarantee ?—I think that that can be done in the course of a few years.

Then you think the Government ought not to make any arrangement that will hamper them in dealing with the companies in the future ?—I certainly think so.

In reply to further questions, witness said that he was of opinion that the Government, with its large staff of trained engineers, could as a general rule build railways to better advantage than inexperienced companies with would have to get their engineers from England. He believed that he was not prepared to lay down a hard-and-fast rule as to whether any particular line should or should not be constructed by the Government. He would, however, allow the guaranteed lines to build such branches as they were willing to build without further guarantee.

Do you look to any danger to the finances of India in the event of the expenditure now recommended by the Government of India being laid out during the next five years ?—No, I do not in the least anticipate any danger.

By Mr. Cross.—He did not know what was the exact burden that would be thrown upon the finances of India as the result of the works now recommended by the Government of India. He would give the local Governments greater power of recommending what should be done in their respective districts, and in cases where the finances of the locality could not bear the additional weight he would have the Government of India give a guarantee. He believed this would be a better course than to allow the local Governments to fritter away their resources upon small works here and there. His experience was that the money that was in the hands of the native Committees was to a great extent wasted, or at any rate was not spent in the best way. These Committees were unable to resist the pressure put upon them by the inhabitants of the locality, who had contributed the funds, and who naturally wanted as much as they could get to be expended in their own district. The money would be far better spent in some great work that would benefit the whole of the country, than in these small local works that were of little value.

I understand you to say that you would reduce the railway rates to such a point as would entirely drive out of the field the bullock traffic ?—I think that the bullocks would be far better employed in cultivating the soil.

But are there not times of the year when they cannot be employed in cultivating the soil ?—Yes, that is so, but practically the bullocks can be better employed in cultivation than in carrying goods. The men who cultivate the soil are not the men who carry the traffic.

You would drive away men from an employment in which they have been engaged all their lives by the competition of the railways ?—Yes, that is one result of the making of railways wherever they are made. Before railways were made there was an immense bullock traffic throughout India, and many of the men who were employed in the traffic turned their attention to the cultivation of the soil.

Witness said that he had not formed any estimate of the length of lines that could be proposed, nor of the cost of them. He knew that there had been an enormous increase in the rents of land in India in consequence of the development of railways —he should think to the extent of 15 or 20 per cent. When he said this he was speaking of the Western Presidency, with which he was familiar. He certainly was not aware that the increase in land rents in India generally had been very small during the last ten years ; certainly in the district with which he was acquainted the increase had been large.

Mr. Cross.—I should like to have all the information you can give me on this matter, because it is one that is a good deal disputed. What particular district were you speaking of ?—Witness.—The Khandesh district for one. If you compare the revenue from land in this district before the railways were made with the revenue now, you will find that there has been a very large increase, and I think it may be taken as typical of what has occurred generally where ... have been constructed.

...estion, witness said that ...tta Railway, now about to be constructed, would ... and Central Asia to pay. traffic from Afghanis... matter of fact, has not the

Mr. Carbutt.—Ata line been used as an ordinary course of the Ganges to make it into a railway road, all that ... down of the rails ?—It has been ...ed as a military road.

Witness further stated in reply to Mr. Carbutt that he believed the natives would quickly learn that it would be more profitable for them not to mix their wheat. He believed that the natives of India were as quick to learn what was best for their own interests as those of any other country, and if railways were made they would soon find out the advantages of sending traffic upon them.

In reply to Mr. Fowler he said that grain could be more easily carried in bulk than in sacks, and could be more readily transferred from truck to truck where there was a break of gauge.

By Mr. Woodhouse.—There were some of the lines he had named that he believed would be remunerative simply because there were popular temples upon their course, and large numbers of pilgrims would be constantly travelling to and fro. In some cases these temples were visited only at certain seasons of the year, but in other cases festivals were occurring all the year round. Some of the Native Chiefs had the power to exact whatever they chose upon the traffic passing through their districts, and they sold these rights to contractors. The great difficulty in dealing with these Chiefs was that there was a large number of them ; if they persuaded some to give up their exactions, there were others who stood out, so that the public did not reap the benefit.

By Mr. Dalrymple.—He thought that railway construction was often very popular in India, and did not admit that there was any class that was jealous of railways, or that there was any class who opposed their extension because their interests were affected by them. The bullock-drivers were not likely to get any one to advocate their interests in opposition to the railways. During the monsoon, in consequence of the condition of the roads, cart traffic and bullock traffic were often entirely suspended. The coasting traffic was also suspended ; only large steamers could run, and the coasting steamers could not. Goods on the railways passed sometimes through two or three jurisdictions in the course of a short transit, and in each case the exactions of the Native Chiefs were levied upon the goods, so that in some cases the charges were so great as to prohibit trade altogether. Not merely transit duties were charged but customs as well. There were undoubtedly great abuses connected with this system, and the Bombay Government had been struggling with the difficulty for many years. Some improvement had been effected by showing the native chiefs what an injury they did to their own interests by imposing these charges ; but, as he had said, the difficulty was to get all the Chiefs to agree in removing the exactions. The witness next spoke of the disadvantages that sometimes arose from there being too much traffic on some of the railways. He had himself seen piles of cotton goods in the open, exposed to the rains, and to which enormous injury was done because they could not be taken to their destination rapidly enough. Another evil was that station-masters and their understrappers often took bribes to give preference to the goods of certain tradesmen or merchants. The result of these delays was that merchants were afraid of making contracts because of the block of traffic that was constantly occurring on the up-country lines. They sometimes chartered steamers, and were then unable to get the goods brought down, with the result that they were almost ruined by the useless expense that had been incurred.

By Sir George Campbell.—Taking one with another, he believed the lines he had indicated in the Bombay Presidency would pay. He believed it was the fact that before the decentralizing policy of the last few years there were actually no revenues of which the Provincial Governments could dispose without the express consent of the Government of India.

Mr. Robertson, who stated that he went out to India in 1854 in connection with the Exchange Bank, returning in 1860, was the next witness, and gave an account of the various loans raised in India by the Government of India. In 1855 there was a 3½ per cent. loan which was a complete failure, a few lakhs only being subscribed. The next was the 5 per cent. public works loan of 1856 which was taken up at par. After the Mutiny there was a 5½ per cent. loan opened in 1860, and simultaneously with this there were loans by the English Government to the East India Company which were necessitated by the Mutiny. Subsequently to that date the loans were from 5 to 4 per cent., and since 1867 there had been no 5 per cent. loan at all. In 1858, on the recommendation of the merchants and bankers of Calcutta, interest on rupee paper was made payable at the Bank of England through banks at Calcutta, and this was a great relief to investors in England, a large amount of rupee paper being immediately taken up and held permanently. During the last ten years the total amount of rupee loans issued was 26 crores 13 lakhs, of which 15 crores 6 lakhs were found in India ; but of this amount 2 crores 85 lakhs had been paid off, leaving 12 crores 21 lakhs as the amount actually found in India during ten years. During the last two years, when there had been no increase of rupee paper, two loans amounting to 2½ crores had been raised in India. The 4½ rupee paper now stood at 2½ to 3 per cent. premium indicating that it was in the hands of strong holders. The amount of gold imported into India from 1877 to the present year was 20 crores 25 lakhs. As no gold was coined in India, it was always considered that an import of gold indicated a prosperous condition of the people, and no doubt the increase in the import of late years had some connection with the increased growing of wheat. The general increase of wealth that this import of gold showed had taken place in India was a proof that the amount of the rupee loans might be increased. He considered that it would greatly help to make these loans popular, especially in England, if they were converted into one or two loans. At present there were no less than 14 loans with different rates and conditions of interest, and this tended greatly to puzzle investors. He believed that at 3½ per cent. the Government could borrow freely in England. The witness next considered the various forms of guarantee that had been made to the railway companies. There was this objection to the South Mahratta contract, that it involved a reduction of interest after a certain time. This, he thought, was not desirable. Another form of guarantee was where the Government gave a perpetual guarantee of 3½ per cent., with a division of profits above 3½ per cent. equally between the company and the Government, and a purchase clause enabling the Government to purchase in twenty-five or in forty-five years, on returning the capital, plus twenty-five years' purchase of the net surplus profits. A third form was when the Government guaranteed 4 per cent. out of capital during the process of construction, and for five or ten years after the completion of the line, the company to repay the sums so advanced out of interest above 5 per cent., with purchase clauses the same as the last. This last form involved the Government in the least amount of risk, whether the line was made by the Government or by the company, but it was a less reliable mode of raising capital because the English public did not favour payment of interest out of capital during construction. As to the question of the regulation of rates, he suggested that it would suit the purpose of the Government and would not be unduly severe on the companies if the tariffs and rates and fares were to be revised once every eight or ten years, and if the profits were found to exceed 6 per cent. on the capital the Government should have the powers to reduce the fares and rules to such a degree as would be likely to bring down the profits to 6 per cent. ; but if after the reduction the profits should fall below the 6 per cent., the Government should make good the deficiency, retaining the power to increase the rates and fares, as they originally themselves.

By Mr. Samuelson.—Hitherto it had been the case that the exchange had risen and fallen as the price of silver rose and fell, but not always in the same ratio. It was quite possible, however, that the exchange might fall while the price of silver rose, because there were so many circumstances that affected the exchanges that it was impossible to say what would occur. He had no doubt there were other things affecting the exchanges besides the price of silver.

By Sir George Campbell.—Previous to the 3½ per cent. loan in 1853 large sums had been raised in India at 4 per cent., but he was not able to say what amount.

By Mr. Fowler.—He thought it would be wise of the Government to restrict their obligations in respect of sterling loans in this country as much as possible. He believed that low exchanges stimulated exports ... extent ; indeed, he believed that some producers could only have come forward with their goods with low exchanges, but no doubt railway extension had assisted producers in the same direction.

By Mr. Cross.—He considered the Southern Mahratta contract was faulty because it was found that the Government could not raise any more money on similar terms. The Bengal Central line was in a different position from the Southern Mahratta line, because it had a prospect which the Southern Mahratta never had.

Then the contract in the latter case was faulty, not because of the terms of the contract itself, but because of the conditions of the line ?—For both reasons.

Major Conway-Gordon was recalled, as he had intimated a desire to make a few remarks upon the evidence of Mr. Rendel. He said that Mr. Rendel agreed with him in almost every important point—in his desire for the extension of railways and for a reduction of rates ; in his conviction of the necessity for the Government maintaining control over the rates ; on the desirability of raising the capital at the lowest possible guarantee. The only important point on which there was a difference was the question of gauge, and even on that he believed the difference was more apparent than real. The only divergence, it seemed to him, was as to the estimate of the amount of traffic the railways would secure in the future, and he thought that on that point he could show that Mr. Rendel's evidence was inconsistent with itself. As to the gauge question, he agreed which Mr. Rendel as to the necessity of economy in construction ; and he agreed in the main that the difference of cost between the broad and narrow gauge was £1,500 a mile, if the two gauges were constructed in the same way. But Mr. Rendel's estimate of the cost was exceedingly low. His (Major Gordon's) estimate was that the broad gauge would cost £7,000 to £9,000 per mile, and a difference of £1,500 per mile on that would be 16 to 21 per cent., instead of 25 per cent. as in Mr. Rendel's estimate. Mr. Rendel also admitted that for heavy traffic the broad gauge was the more economical, and even said that two at least of the proposed lines might be made broad gauge. But his (witness's) contention was that the difference in the cost of the lines did not arise so much from the actual difference of gauge as from the fact that the narrow gauges were ... for light traffic, and the broad gauges for heavy traffic. Assuming that the line was required for light traffic, it would be very easy to put down a broad-gauge line in such a way that the difference in cost would be reduced to £500 or even £300 a mile. This could be done by using lighter rails and materials. His own opinion was that it would be far better to build light broad-gauge lines, so as to avoid the necessity for the transhipment of the traffic, because as the traffic increased in weight it would then be easy to adapt the line to the altered circumstances. As to Mr. Rendel's figures as to the proportion of dead weight to freight on the respective gauges, he would observe that the calculation was based upon the assumption that the cost of haulage of goods and passengers was the same. But even so, he found that when an average of the whole of the lines was taken the proportion of freight to dead weight was 36·91 per cent. on the broad gauge and 35·69 per cent. on the narrow gauge, while for passenger traffic the proportion was 7·61 per cent. on the narrow gauge against 10·35 per cent. on the broad gauge. He also objected to Mr. Rendel's comparison of the cost of working of a narrow-gauge line in 1883 with the cost on a broad gauge in 1872 or 1875, for at the earlier date, it was well known, the mode of working was far less economical than had since been attained. All that Mr. Rendel had proved was that with traffic not exceeding the capacity of a narrow-gauge single line the cost of working a narrow gauge was not greater than the cost of a broad gauge. But directly the amount of traffic approached the same proportion of the carrying capacity of the two gauges, the advantage of the broad gauge, he contended, at once became apparent. He did not admit the correctness of Mr. Rendel's opinion that if the new lines were made the traffic would be taken from the existing lines : that had not been the experience of the past ; on the contrary, the traffic on the old lines had increased three-fold since the new lines had been made ; and he believed the same thing would occur in the future, because the new lines would serve as feeders to the old ones. On the subject of the disadvantages arising from the break of gauge, he did not think that either Mr. Rendel or himself was competent to give an opinion of any great value. A valuable opinion on that point could only be given by those persons who had to use the lines, and the verdict of the merchants and traders of India was unanimous upon that point. The real question was whether, with an ever-increasing traffic throughout India, it was worth while for a saving of £300 or £500 a mile to have a railway of limited capacity and involving a break of gauge, when there was really no corresponding advantage in respect of the cost of working even with a small traffic, and when there would be a positive disadvantage if the traffic should become large.

At this stage the Committee adjourned.

## METEOROLOGICAL OBSERVATIONS.

### GOVERNMENT OBSERVATORY.

BOMBAY, 6th July 1884.

*Means of observations at 6 a.m., 10 a.m., 2 p.m., 4 p.m. and 10 p.m.*

| | |
|---|---|
| Barometer corrected 32 deg. Fah. | 29·685 |
| Temperature of the Air | 82·4 |
| Wet Bulb Thermometer | 78·7 |
| Dew Point | 77·5 |
| Relative humidity of Air | ·852 |
| Extent of cloudy sky (the whole sky clouded—8).. | 7·4 |
| Maximum temperature of air (read at 6 p.m.) ... | 86·8 |
| Minimum do. do. (read at 10 a.m.).... | 78·5 |
| General Direction of Wind* | WSW, W. WSW, SW. S. SW. |
| Movement of wind in 24 hours* | 355 |
| Fall of Rain | 0·33 |
| Total fall during the month | 1·43 |
| " " " year | 14·71 |
| Additional fall of rain up to 10 a.m. of 7th July | 0·07 |

* From midnight to midnight.

## GOVERNMENT FROM THE HILLS.

THE discussion on this subject is becoming general in the English newspapers. By some the Bombay presidency is very favourably regarded as best situated for the chief seat of Government. The *Standard* writes :—

The annual agitation of the Indian public against the migration of the Supreme Government to Simla appears this year to have assumed unusual proportions, due probably to the eagerness with which provincial Governments are imitating the unfortunate example of the Viceroy. Notwithstanding the unanimity of opinion outside official circles on this subject, previous remonstrances do not appear to have had any effect whatever. The natural rule applicable to Administrative bodies, that they should work among the people and take their holidays on the Hills or by the sea-shore, has been reversed with respect to the Government of India ; for Simla has become the seat of Government, and the descent into the plains the yearly recreation. The obvious inconvenience of such an arrangement has not prevented the authorities interested in its continuance from taking measures to perpetuate it —such as, for instance, building permanent public offices ; but it is probable, nevertheless, that the dangers of withdrawing the Government from all communication with the population—dangers of which the measures of Lord Ripon and Mr. Ilbert are perhaps not the least remarkable examples—will, in the end, prove too strong for the personal and sectarian interests concerned in the maintenance of the present system. In no other part of the world is such an arrangement to be met with. Russia, ruled by German metaphysicians from St. Petersburg—about which M. Katkoff's mind is not yet quite at ease—was relatively convenient. To realise this striking administrative anomaly we might imagine an enormous European State, of which the chief cities were Paris, Berlin, and Constantinople, governed by a number of gentlemen, say of Russian and American origin, from an encampment on the plateaux of Norway. Simla is fifteen hundred miles from anywhere. To reach this Himalayan ridge, either from Calcutta or Bombay, requires about five days, of which nearly one is spent in getting from the nearest railway station. But remoteness and inaccessibility are not the only drawbacks. There is no population at Simla other than the parasitical following that gathers round a Court. The "Bazaar exists only to supply the wants of the visitors, who if not directly connected with the Government, are often of a doubtful character. There are no newspapers—a weekly news sheet alone excepted—no public opinion, and no independent sentiment or feeling of any sort. The *mot d'ordre* is to be pleasant to those in authority. On the part of the Rulers there is no eccentricity too extravagant to be petted, no conceit too vain to be flattered, and no folly too absurd to be encouraged. It is rarely before the close of his career, when he has no more favours to bestow, that the *entourage* of a Viceroy will allow anything disagreeable to reach his ears. To the Head of the Government any departure from routine is fraught with perils created by his geographical and social position. If he be of a contemplative turn of mind, he retires to his study and seeks in encyclopædias and philosophical treatises the information he should gather on the platform and in the saddle ; if he be otherwise, he may draw his inspiration from more questionable sources. Simla is an exquisite retreat, but as a seat of Government it is, as a Bombay paper remarked, "more fitted to be the capital of Thibet than of British India." The cause of its selection as a home for the Viceregal Government must be sought for in the administrative division of India. The Viceroy is never allowed to forget that, in addition to being the Representative of her Majesty over all India, he is also Governor of Bengal. For this reason the Supreme Government has always been, more or less, a Bengal institution, and much irritation and heartburning have been caused at one time or another by the alleged preference of the Government of India for everything connected with the Bengal side. Bombay merchants and shareholders complain that the Government railway policy is subservient to the interests of Calcutta, and soldiers and civilians have each a catalogue of grievances of a similar nature. And certainly to an outsider it would seem that an undue amount of favours are wafted to the "Bengal side of the punkah." It is positive disadvantage for the efficiency of government that where there are three establishments the Supreme Authority should be a parisan of any one of them. An attempt has been made recently to rectify the injustice, but the "Bengal policy" has gone too far for mere rectification to recover the balance. Nor is it easy to suggest a remedy without destroying the semi-independence of the Governments of Madras and Bombay, and thereby removing the only existing check on the irregular zeal of Viceroys. Hitherto, when a Province has been annexed or transferred to the direct jurisdiction of the Viceroy, the posts in connection therewith have been bestowed, as a matter of course, on the civilians of the Bengal Establishment. The result is that while the latter have at their disposal a series of magnificent offices, including Lieutenant-Governorships, Chief Commissionerships, Residencies, and first-class Political Agencies innumerable, the aspirations of their colleagues in Madras and Bombay are restricted to minor posts, or at most the membership of a Governor's Council. As it is absurd to suppose that the preponderance of rewards is due to the superior merits of Bengal civilians, we must conclude that it arises from the greater opportunities afforded them. These opportunities they owe to the fact that the Government of India is also the Government of Bengal, and it is, therefore, only natural that their overwhelming influence should be exerted to keep it within the sphere of that Presidency. If it is to be understood that the Viceroy must take up his quarters in Bengal, the present arrangement admits of little or no improvement, unless we are prepared to hazard the lives of middle-aged gentlemen by compelling them to reside in the plains during the hot weather. Practically speaking, there is no suitable sanatorium nearer Calcutta than Simla. Naini Tal is almost as far off, and quite as inaccessible, while Darjeeling, with its drenching rain and impenetrable mists, is not to be thought of. Nor is anything to be gained by despatching Calcutta in favour of Delhi or Allahabad. In either case the Government must remain in its Olympian seclusion for the greater portion of the year, and that being so, it is of no consequence where it goes for its Winter holiday. The Presidency of Madras is not much more favourably situated as a seat of Imperial Government than Bengal. Ootacamund is less remote than Simla, but it is also relatively inaccessible, and is a great distance from the chief city, while the climatic conditions of the Presidency require a retreat to the hills for several months. Moreover, it is doubtful whether the "benighted Presidency" is a fit home for the Supreme Government, or that the latter could gain anything from contact with the races of Southern India. Bombay possesses better claims for receiving the Viceroy. During rather more than five months of the year the city of Bombay enjoys about as agreeable a climate as can be found in the tropics, which is more than can be said of either Calcutta, Madras, or, perhaps, any other great Indian city. A refuge must be sought from the rain during four months, and from the heat during rather longer. A retreat for the first period is

the limits of age for compulsory retirement were fixed at 55 years for the new rank of brigade surgeons and surgeons-major and at 60 years for surgeons-general and deputy surgeons-general, instead of at 55 and 65 years respectively. The effect of lowering the age for compulsory retirement in the higher grades must be to quicken, not to retard, promotion.

### THE SALEM RIOT CASE.

Mr. Biggar asked the Under-Secretary for India on what grounds the Government of Madras had opposed the application made by Vijiaragharea Chariar to the High Court for permission to prosecute the Crown witnesses in the Salem riot case for perjury; and whether, as the High Court having satisfied themselves that Vijiaragharea Chariar had made out a case for inquiry, and ruled that these witnesses be prosecuted for perjury, the Government of Madras was justified in opposing the investigation into such serious charges against Crown witnesses on whose evidence he, Vijiaraghares Chariar, and so many other Hindoos have been imprisoned, transported and otherwise most severely dealt with by the Government of Madras?

Mr. J. K. Cross.—The India Office has no information on this subject, but if the hon. member for Cavan will produce any evidence that after the High Court had ruled that certain witnesses should be prosecuted for perjury the Government of Madras prevented such prosecution, I will cause inquiries to be made into the matter. (Hear, hear.)

### PROMOTION IN THE INDIAN SERVICES.

In reply to Sir T. Lawrence,

Mr. J. K. Cross said.—No official communication has reached the India Office regarding any discontent or dissatisfaction at the present rate of promotion in the Indian Staff Corps. The promotion of officers of the Line has recently been very rapid. The rate, it is understood, is abnormal, and is not likely to continue. The subject, however, so far, at any rate, as the qualifying period of promotion of lieutenants is concerned, is receiving consideration. I may add that whereas in the Line officers who are not selected for promotion at a given age are compulsorily retired, this is not the case in the Indian army, in which officers enjoy continuous and unbroken service to the rank of full colonel.

### INDIAN RETIRING PENSIONS.

On the 19th, General Feilden asked the Under-Secretary of State for India whether the leave restrictions with reference to retiring pension retained by the late Secretary of State for India, in his despatch, No. 407, to the Viceroy of India, dated the 8th of December, 1881, impeded the retirement of officers of the Indian Army and induced them to serve on for the highest rate of pension, thus burdening the Service with superfluous field officers, and throwing a heavy prospective charge on the people of India; and whether it was in contemplation to take steps to facilitate the acceptance by officers of the Indian Army of the pensions fixed in the above-named despatch.

Mr. Cross.—There is no information to show that a relaxation of the conditions of service for pension would induce officers to retire on the lower rates of pension. The general effect of such a relaxation would probably only be to give a few officers who have obtained an excessive amount of leave their pensions earlier than they should receive them. It is not proposed to make any change in the existing regulations.

### RUSSIA AND THE AFGHAN FRONTIER.

Mr. Stanhope asked the Under-Secretary of State for India whether Her Majesty's Government had received any official report from India giving an estimate of the number of the Russian forces now within striking distance of the Afghan frontier; and, if so, whether it was consistent with the public interest to communicate it to Parliament.

Mr. Cross.—I need scarcely assure the hon. member that the attention of the Government of India is directed to everything which affects the Afghan frontier, and information has, of course, been received from time to time as to the Russian troops in that neighbourhood. But no such special report as the hon. member describes has been received from the Government of India; nor would it be consistent with the public interest to communicate information of this nature to Parliament.

## THE PREMIER AND "THOUGHT READING."

SHORTLY after eleven o'clock on June 19, Mr. Gladstone and nearly 100 members of Parliament of all ranks and parties were present at an amusing and on the whole successful exhibition of "thought-reading" given in the smoke-room of the House of Commons by Mr. Stuart Cumberland. Mr. Cumberland's first request was for the co-operation of a sympathetic gentleman, and after a pause Mr. Coleridge Kennard presented himself in that character, explaining that if not sympathetic he was at all events impartial. When he had by request of the performer concentrated his thoughts upon an unnamed article, and thought of some person to whom it should be taken, Mr. Stuart Cumberland bound his own eyes, and taking Mr. Kennard by the hand rapidly led that gentleman hither and thither about the room. Eventually Mr. Cumberland lifted from one of the side tables a tumbler nearly filled with what appeared to be brandy-and-water, which, still leading Mr. Kennard, he handed to Mr. Wady. Although right in the object selected, for Mr. Kennard had been thinking of the brandy-and-water, Mr. Cumberland was wrong in the person to whom it should have been given, as Mr. Gladstone had been thought of as its recipient. Mr. Cumberland next asked whether any gentleman present had a pain. One member, amid great laughter, suggested aloud that perhaps Mr. Rylands was in pain; but that gentleman disclaimed the suggestion, and it seemed for a few moments doubtful whether any member in the room could fulfil the awkward preliminary condition. At last Viscount Lewisham stepped forward and said that he had a pain, an intimation which excited instant sympathy on his behalf, and coupled with friendly hopes that he was about to be instantaneously cured. His lordship was asked to fix his mind intently upon the exact spot where he felt the pain, and then Mr. Cumberland, blind folded, undertook to guide the sufferer's hand to the precise spot at which the pain was felt. The sympathetic anxiety of the onlookers was intense as the hand was guided to the forehead, next to the breast and side, then to the back, and finally to the small toe of the right foot, whereupon Lord Lewisham relieved the minds of his friends by admitting that Mr. Cumberland was successful in the pain being nothing more serious than a corn upon that particular toe. Some members had jocularly suggested in private conversation that perhaps, the operator could read the Premier's thoughts about the Anglo-French agreement or the ultimate fate of the Franchise Bill. Mr. Gladstone did, however, himself take part, amid cheers, in the next experiment. The right hon. gentleman, who avowed himself not a sympathetic, but an impartial subject, undertook to think of three figures. Then upon Mr. Cumberland, again blindfolded, went through the same preliminaries as before, and then slowly guided Mr. Gladstone's hand several times across the printed row of figures. In this case on the first attempt he correctly guessed 366 as the numerals which had been thought of. Mr. Wady remarked that Mr. Cumberland was probably one of the first men who had been able to find out figures which Mr. Gladstone did not mean to tell. The immediate success of the last experiment was greeted with cheering. Mr. Gladstone seemed to be much amused and interested by the experiments, and neither the division bell nor any attempt to "count" in the House interrupted the unusual *seance*.

## THE ATTORNEY-GENERAL *VS.* BRADLAUGH.

In the Lord Chief Justice's Court on June 20th before Mr. Justice Grove, Baron Huddleston, and a special jury the hearing of this case was resumed: being the sixth day of hearing. The Attorney-General, the Solicitor-General, Sir Hardinge Giffard and Mr. R. S. Wright appeared for the Crown; and Mr. Bradlaugh appeared in person.

Mr. Justice Grove, upon taking his seat, addressed the jury, and said that he was sorry to intorm them that he had received a letter from the Lord Chief Justice before he left his house expressing his extreme regret that he should not be able to come to court to-day; in fact, his medical advisers forbade him to come. He (Mr. Justice Grove) was with him yesterday, and he was then suffering a great deal; and, speaking from his own opinion, he should say that he was suffering very great pain. He did not, however, mean to say that he was at all dangerously ill. Under the circumstances it was very much to be regretted, for the sake of the jury as well as for the sake of the public generally, that the case would have to be further postponed until Monday next; because all the judges were to assemble to-morrow in order to hear a Crown case which had been reserved.

A juryman said that he was a special witness in the House of Commons, and was summoned to attend a Committee at twelve; and he asked therefore whether the court would allow him to be absent.

Mr. Justice Grove said he was afraid that they could not do that, for they could not go on without him.

The Juryman.—But he had understood that the Attorney-General said that the House of Commons was all-powerful and above the law (Loud laughter.)

Mr. Baron Huddleston was understood to say that he could hardly assent to that.

Another juror wished to say that he was summoned to attend in Court 2 on Monday morning at ten.

Mr. Justic Grove said that his having to be here would be a sufficient excuse for not being there.

Mr. Baron Huddleston.—If he were engaged on this duty it will be a sufficient excuse, because he was not merely summoned here but engaged in a case that was part heard.

Mr. Bradlaugh did not know whether this would be the proper time to hand up a question that he wished to suggest should be left to the jury. If he handed it up, their lordships would have an opportunity of considering it.

Mr. Justice Grove.—They could not do anything in the way of acting upon the present occasion.

Baron Huddleston need not say that under the circumstances all the judges had bestowed great care and attention upon the case; but the Lord Chief Justice would no doubt put the question if he thought that it was one that should be put.

Mr. Bradlaugh—Just so. He would refrain from reading the question which he wished put upon that occasion, for reasons which their lordships would appreciate.

Mr. Baron Huddleston (the question having been handed up) said that they would communicate it to the Lord Chief Justice.

The further hearing of the case was thereupon postponed until Monday.

## THE SERVICES AT HOME.

### ARRIVALS REPORTED.

Mr H A D Phillips, BCS
Mr J F Browne, BCS
Mr G W Stretteil, BUCS
Mr W T Ryves, BUCS
Mr A Elliot, BUCS
Mr H R Shopland, BUCS
Mr S S Kilby, BUCS
Mr R M Daly, BUCS
Mr G F C Barnardo, BUCS
Mr S Finney, BUCS
Mr R P Dease, BUCS
Mr G C Kilby, BUCS
Brig-Gen A H Murray, R Art
Col H Collett, CB, BSC
Major C J Walter, BSC
Surg D W D Comins, B
Sub-Con W E Phelps, B
Mr G D Leman, MUCS
Col G A Sim, R M Eng
Capt S E Rolland, MSC
Brig-Surg E E Lloyd, M
Mr J Jardine, Bo CSS
Mr J McC Campbell, Bo CS
Mr H F Aston, Bo CS
Brig-Gen J Blair, VC, Bo
Col C J Anderson, Bo SC
Capt L F Heath, Bo SC
Lieut J W Gordon, Bo SC
Lieut W A Thompson, Bo SC
Brig-Surg H R L MacDougall, Bo
Surg-Maj R Caldecott, Bo.

### GRANTED EXTENSION OF LEAVE.

Mr R Udney, BCS, 2 mo
Mr J H P Forsyth, BUCS, 6 mo
Mr C Lawder, BUCS, 1 mo
Mr W A Symons, BUCS, 1 mo 26 days
Mr H J Strickland, BUCS, 4 mo
Maj C T M Higginson, B
Csv. Off. Mo
Lt E W F Martin, BSC, 6 mo
Surg-Maj J C Whishaw, B, 92 days
Major H S Stewart, MSC, 2 mo
Mr J Pollen, LL D, Bo CS
Mr J D Framji, Bo UCS
Mr J McGuire, Bo UCS
Lt J S Ashby, Bo SC, 3 mo
Surg-Maj J Arnott, MD, Bo, 90 days.

### PERMITTED TO RETURN TO DUTY.

Mr L K Laurie, BCS
Mr J A Briggs, BUCS
Mr C Lawder, BUCS
Mr A W Slater, BUCS
Capt H W McRae, BSC
Lt-Col A F Orchard, MSC
Lt-Col J Grierson, Bo SC
Capt G W Sawyer, Bo SC
Capt W W B Whiteford, R Bo Engs
Lieut J F N Finley, Bo SC
Lieut J W Gordon, Bo SC
Surg-Major D E Hughes, MD, Bo

## HIGH COURT.—JULY 8.

(Before the Hon'ble Mr. Justice BAYLEY.)

Suits for hearing and final disposal.

Short Causes.

141-84—E. Wilkin—Hunmuntram Saduram Pity vs. A. Bowles—A. F. Turner.

179-84—Chalk and W.—Panachund Mooljee and others vs. Dewsey Malloo and others.

Long Causes.

72-84—Little S. F. and N.—Thukter Dewji Premji vs. Tricomdas Moolji and others.—Khunderao M.—Part heard.

New Long Causes.

66-84—Ardeshir and H.—D. Mc. L. Slater vs. Premchund Roychund.—Thakurdass and D.

(Before the Hon. Mr. Justice BIRDWOOD.)

Suits for hearing and final disposal.

Long Causes.

404-83—Little, S. F. and N.—Chuturbhooj Meghji vs. Dhurumsey Narronji and another.—Hore C. and B.—Part heard.

195-82—Payne G. and S.—Haji Kulfan Ruttonsey vs. Abdool Currim Dewani.—Thakurdas and D.

369-81—Macfarlane and E. (for pauper)—Ruttonchund Ghellachund vs. Choonivow and another.—Jefferson B. and D.

## MILITARY INTELLIGENCE.

### ARRIVALS.—JULY 5.

Phayre, Lieut.-Genl., Staff, on leave, from Poona.
Mitchell, Lieut., 20th Bombay N.I., on duty, from Belgaum.
Cowper, Lieut., 16th Bombay N.I., on duty, from Baroda.
Bought, Lieut., Lancashire Fusiliers, on duty, from Cape Town.

JULY 6.

Beale, Lieut., 7th Bombay N.I., on duty, from Nuggur.
Mackenzie, Capt., 1st Belooch Regt., on leave, from Jacobabad.
Corkery, Surg., on duty, from Quetta.
Baddaley, Major, R.A., on duty, from England.

JULY 7.

Burk, Lieut., W. Yorkshire, on leave, from Amritsar.

### DEPARTURES.—JULY 3.

O'Conneil, Capt., Gloucestershire, on duty, to Poona.

JULY 7.

Phayre, Lieut.-Genl., Staff, on leave, to Mhow.
Mackenzie, Capt., 1st Belooch Regt., on leave, to Bangalore.
Burke, Lieut., W. Yorkshire, on leave, to England.
Baddaley, Major, R.A., on duty, to Secundrabad.

## BOMBAY VOLUNTEER RIFLE CORPS. REGIMENTAL ORDERS

By Lieut.-Col. the Hon. L. H. BAYLEY, Commandant, B.V.R.C.

Bombay, July 7, 1884.

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